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FROM INDIAN TRAIL TO ELECTRIC RAIL

HISTORY

OF THE ATLANTIC HIGHLANDS SANDY HOOK AND ORIGINAL PORTLAND POYNT ONE OF THE FIRST THREE SETTLEMENTS OF NEW JERSEY

Comprising the present towns of Atlantic Highlands, Sandy Hook and Fort Hancock, the Highlands, Locust Point, Navesink, Leonardville, Chapel Hill, Leonardo, Lenison, Belford, Port Monmouth, New Monmouth, Keansburg and Union.

MONMOUTH COUNTY, NEW JERSEY.

FROM LANDING OF HENRY HUDSON IN 1609 AND FIRST SETTLEMENT IN 1664 TO PRESENT TIME, 1909.

BY

THOMAS H. LEONARD

ILLUSTRATED.

1923

THE ATLANTIC HIGHLANDS JOURNAL
ATLANTIC HIGHLANDS
NEW JERSEY.

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with but little effort. The first nine was formed with John Lang, captain; short-stop, C. M. Slayton; catcher, Murray E. Foster; pitcher, Frank Rue; first baseman, Charles Conover; second baseman, Robert Zebley; third baseman, E. R. Mills; right fielder, John Johnson; center fielder, Gilbert Chapin.

There had been for years an effort made for a bridge across the Navesink (North Shrewsbury) River. People friendly to the enterprise had contended from which point in the river the bridge should be located — from John H. Patterson's point, known as "Blossom Cove," near Red Bank, different points had been considered, to Locust Point and Oceanic.

Mr. John H. Patterson and Mr. William E. Andrews had been the most active in the matter, each favoring the extreme point named, as their interests indicated. Much hard work was done, and it seemed in vain, although such is generally the case in all large movements.

The Central Railroad, in 1889, through President Adams and his Assistant Superintendent Justis E. Ralph, finally took the matter in hand, sending the writer several passes, to assist in securing influential citizens to meet the Board of Chosen Freeholders at the regular meeting at Freehold. A goodly number consented to take the trip and were on hand at the time and place indicated.

All at once it occurred to the party that speeches were in order—and who should make them? There was a joint caucus called in haste at the Court House door, and things were desperate. Mr. Ralph tried with all his native eloquence but with poor success to persuade Mr. William H. Posten, Sr., that he was an orator of the first magnitude.

While all this was transpiring, the meeting had been called, and the opportunity for the Freeholders to consent to authorize the building of the bridge across the river from Locust Point to Oceanic was passing. The writer, in desperation, passed into the meeting room (leaving Mr. Ralph still wrestling with Mr. Posten, endeavoring to persuade him of his latent gifts), and stood up before the Board, and presented the case in a manner that would have caused Chauncey Depew to have reconsidered his calling as a speechmaker. He was followed by R. S. Snyder, in his usual impressive strain, and backed by Mr. W. H. Posten, Sr., Joseph Lufburrow, John E. Williams, Webster Swan and others. It is needless to say that the Freeholders granted our request.

A meeting of the Assembly Committee on the Oceanic Bridge bills was called at Trenton in February, 1890. There was great opposition to the bridge by the Merchant Steam-

boat Company and others. The call for Atlantic Highlands to meet the committee, came from the Hon. John S. Applegate, backed by a large delegation from the "Old Portland Poynt" territory, that was in sympathy with the bridge scheme.

On March 4th another call was made by Mr. J. E. Ralph, to come to Trenton as another snag had been encountered. Messrs. Sickles, Posten, Swan, Van Mater, and Leonard were included in the party.

Objections were made by those not favoring the bill in every way possible, as—interference with the channel, the kind of draw, the Oceanic and Locust Point landings.

The bill was passed in the "House" and a call was made from our chosen Freeholder, Jehu Cooper, to meet him at Trenton, to prevent its being stopped in the Senate. This matter was met as usual, and victory was ours, thanks to all cooperating in producing a convenience uniting so closely two such townships as Middletown and Shrewsbury, with all their developing interests.

The work of asking, receiving and accepting bids was now assumed by the committee appointed from the Board of Freeholders, assisted by Civil Engineer George Cooper, which resulted in the contract being given to Dean and Westbrook.

On May 29th, the matter of street lighting was again presented to the board through H. S. Lufkins, general agent for the Electric Motor Company, New York, proposing to furnish the town with electric lights for street lighting.

On June 5th, it was decided by the board to accept the offer of the Atlantic Highlands Hook and Ladder Company, for the use of sufficient ground back of their building for a lockup. It was agreed to accept the report of the committee on lockup, Messrs. Stout and Falkinburg, and have a building erected on said ground—price not to exceed \$60.

At this meeting, Mr. Joseph W. Gardner was appointed assistant marshal, at \$25 per year, with a fee of \$1 each for all arrests. Marshal J. T. Pinckney's salary was increased to \$75 per year, with extra fees for each arrest.

On June 24th, J. E. Ralph paid the first hotel (Creson) license fee of \$175, his house being previously licensed by the County Court, Judge J. C. Conover presiding.

At the August 28th meeting of the board, Mr. Joseph Edwards came before them and explained how a good water supply could be procured and was ready at any time to give us the benefit of his experience.

On June 11th, the Atlantic Highlands Association held a public sale of lots. Quite a number attended, this sale showing that a greater interest was being manifested among the people for rear lots.

The first greenhouse was erected here by William A. Bridle and Mrs. E. H. Latham, in June. They created a large hot-house on Bay View Avenue, corner of Grand, and fitted it up with heaters and water tanks. This branch of the company's business flourished and was a great accommodation to that part of the town, until the destruction of the Grand View Hotel by fire, when it was discontinued and removed to Navesink.

The Fourth of July was celebrated with great pomp this year, the hotels and boarding houses being crowded all the season.

On November 25th, a G. A. R. Post of Veterans was formed at White's Hall, which took the name of Clinton B. Fisk Post, and was classed, upon the installation of officers, as No. 114. The following were the officers elected: Commander, S. T. Champion; senior vice-commander, William M. Foster; junior vice-commander, S. H. Powell, chaplain, Robert Emery; quartermaster, John B. Swan; adjutant, Joseph W. Gardner; officer of the day, Fred Snyder; officer of the guard, Lewis M. Parker; sergeant major, J. D. Liming; quartermaster sergeant, Matthew Brown; inside guard, John Scofield; outside guard, Jacob H. Parker.

On the 29th of November, the corner stone for the new Catholic Church was laid at the corner of South Avenue and Avenue C. The Rev. John K. Fox of Seabright, who is superintending the erection of this pretty little edifice, officiated, assisted by Father M. E. Kane of St. James Church, Red Bank.

The day being fine, a large crowd was present, among them members from the Protestant churches. The church will seat three hundred. It was dedicated the following year as "St. Agnes Church."

On the 19th of December, the organization of the Presbyterian Church took place at White's Hall, the Rev. Dr. Dashiell and Rev. H. G. Smith officiating, Mr. Dashiell acting as Moderator of the session until the appointment of Rev. Mr. Price as pastor. The following were elected trustees: S. T. White, E. H. Cook, Frank Bartleson, Caleb Patterson, J. M. Quackenbush. The trustees elected E. H. Cook as their clerk. He was also elected elder for three years.

The following were chosen officers of the new Sunday School: superintendent, E. H. Cook; assistant superinten-

dent, J. M. Quackenbush; secretary, Amzi Quackenbush; librarian, John Perrine; assistant librarian, Eddie Quackenbush; treasurer, Mrs. Whittingham.

The following were the charter members: E. H. Cook, Lizzie Whittingham, Sarah E. Van Pelt, Virginia I. Patterson, Alida Cook, C. A. Quackenbush, Caleb N. Patterson, Mary L. Patterson, S. T. White, Hannah A. Quackenbush, Mary V. Patterson, Cecelia Patterson.

The Atlantic Highlands Hook and Ladder Company, No. 1, February 4th. was presented by Mr. Genin (whose father, "The Great New York Hatter," claimed the honor of purchasing the first ticket to Jennie Lind's first concert in New York City), with fatigue caps, for which he received a rising vote of thanks.

On August 23rd, C. R. Snyder was appointed receiver for the Monmouth Press. Tunis Muller moved his blacksmith shops from Leonardville to the vacant lot on the corner opposite S. T. Bloodgood's livery stables (corner of Center Avenue and Avenue A).

J. M. Quackenbush opened his grocery store on Center Avenue and Avenue B, on Saturday.

On November 29, 1890, was published "Atlantic Highlands' Growth," as follows, taken from the "Monmouth Press":

"Who says Atlantic Highlands is not growing? We say it is. To substantiate our assertion, we quote statistics gleaned from the data of Township Assessor R. S. Snyder, for the last four years.

"At the organization of the town (May 20, 1887), the assessment was \$225,000; in May 20, 1888, \$387,175; in May 20, 1889, \$494,050; in May 20, 1890, the present year, the assessment had increased to \$553,865; and at the present writing, November 29th, with the addition of thirty-eight houses, if the assessment was now made, it would amount to \$600,000."

The "Monmouth Press" was first started as the "Atlantic Highlands Herald," by J. C. Nobles and Peter Y. Everétt, in 1881; afterward, Mr. Nobles withdrew and Rev. Thomas Everett took his place, the company being known as Everett Brothers.

The paper was purchased March, 1885, by Ella S. Leonard and Caroline G. Lingle, the company being known as Leonard and Lingle. The name of the paper was changed to the "Atlantic Highlands Independent" by them (May 9, 1885). They first occupied the printing house built by them, on Bay View Avenue, between First and Fourth Avenues, on the bluff, from which they removed to the brick building

on Homestead Block (November 27, 1885), they having the honor of building the first brick building for business purposes in town.

They were succeeded by Edgar H. Cook, who changed the name of the paper to its present one, "Monmouth Press," and the publishing office adjoining, and west of the W. C. T. U. Temple, where it still remains, 1897. Through a legal difficulty in the settlement of the details of the transfer from Leonard and Lingle to Mr. Cook, the paper was placed by the court in the hands of a receiver, as stated above.

When the matter was finally adjusted, the paper was placed in the possession of, and is still edited by, William J. Leonard, at present writing, 1897. His editorials are such as to profound the just and confound the unjust, by his depth of thought and fearless pen.

Township Justice of Peace John Ellis, being deputized by the President of the Board to act as Police Justice, made his report for the first time July 30th, by handing in \$4.50, amount of fees collected from arrests.

The advisability of reorganizing under a new act for Borough Governments had been considered through the latter part of the fiscal year, by the commissioners and their council, also by the general public; but thus far action had been deferred in bringing it before the people for their decision.

The report of the treasurer, as printed below, places a balance on hand (after all taxes were collected and bills paid), of \$58.93. (Report as published in the "Monmouth Press.")

ANNUAL REPORT
of the Treasurer of the
BOROUGH OF
ATLANTIC HIGHLANDS, N. J.
For 1890-91.

Percy Falkinburg, Treasurer, in account
with the Borough Commission of At-
lantic Highlands, N. J.

RECEIPTS

Balance from S. T. White.....	\$.50
Note	635.00
June 24.	
J. E. Ralph, hotel license....	175.00
June 23.	
N. J. Oil Co., empty barrels..	12.02
D. L. Conover, license.....	10.00
June 30.	
J. T. Stout, license.....	10.00
Dey & Ravatt Bros., license..	10.00
Police Court.....	4.50
September 3.	
Waste lumber.....	.15
W. T. Franklin, secretary, license	206.00
October 10.	
Herman Booth, hotel license...	150.00

January 9, 1891.

Police Court.....	25.00
January 15.	
Benjamin Griggs, taxes for 1890	1,500.00
February 5.	
George Morford, taxes for 1887-88	252.10
George Morford, taxes for 1889	220.23
March 21.	
E. J. Rayfield, note in full for stone, First Ave.....	75.73
April 7.	
S. T. Champion, 13 posts....	1.30
W. T. Franklin, secretary, license	10.00
Total	\$3,247.53

DISBURSEMENTS
(Old Bills)

April 24, 1890.	
E. H. Cook, printing.....	\$ 4.30
Leonard Bros., lumber.....	36.27
W. T. Franklin, roads.....	312.25
W. H. Posten, supplies.....	11.09
T. T. Rogers, roads.....	24.75
April 25.	
J. T. Pinckney, roads.....	47.25
J. T. Pinckney, marshal fees..	71.16

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April 28.			J. T. Stout, roads.....	11.15
E. Hooper, roads.....	15.75		W. T. Franklin, roads.....	25.53
E. H. Cook, printing for board of health.....	113.15		January 30.	
George Cooper, surveying.....	10.00		J. Mount, lamps.....	18.00
October 17.			J. Smock, roads.....	6.26
J. W. Danser, plank.....	63.23		February 17.	
Note.....	700.00		J. Mount, lamps.....	18.90
Total amount of old bills...\$1,409.19			N. H. Roberts & Co., supplies	70.74
(New Bills)			W. C. T. U., for use of hall..	5.00
April 24.			C. R. Snyder, printing.....	3.60
J. Ellis, for election.....\$	6.00		W. H. Posten, supplies.....	13.74
E. H. Cook, printing.....	9.60		Hopping & Ely, lumber.....	9.18
May 2.			E. H. Cook, printing for board of health.....	6.50
J. E. Foster, services.....	2.00		S. T. White, supplies.....	3.26
J. Mount, lamps.....	18.00		A. Martin, iron for lockup....	1.00
May 10.			W. T. Franklin, roads.....	5.65
C. Eldridge, roads.....	6.75		Dey & Ravatt, roads.....	18.00
May 17.			February 23.	
E. H. Cook, printing.....	1.75		H. & L. Co. No. 1, borough hall	30.00
C. Eldridge, roads.....	3.00		Board of Health.....	35.00
May 19.			J. T. Pinckney, roads.....	87.87
Cox, Parish & Unger, lamp supplies.....	36.42		J. T. Pinckney, marshal fees..	75.00
May 31.			J. W. Gardner, assistant marshal	25.00
J. Mount, lamps.....	18.00		D. L. Conover, plank.....	16.64
June 5.			J. E. Foster, counsel fees.....	25.00
W. T. Franklin, freight on plank.....	3.87		G. F. Bartleson, gravel.....	54.23
June 26.			J. Mount, lamps.....	18.90
Cox, Parish & Unger, lamp supplies.....	18.25		F. Smith, roads.....	2.62
July 3.			March 21.	
C. R. Snyder, receiver.....	9.40		W. T. Franklin, cartage of stone.....	24.93
July 7.			March 27.	
J. Mount, lamps.....	25.00		Leonard Bros., stone.....	21.04
July 8.			March 28.	
Cox, Parish & Unger, lamp supplies.....	20.76		J. Mount, lamps.....	18.90
July 12.			Percy Falkenburg, supplies....	4.80
G. B. Davis, building lockup..	18.00		April 1.	
July 19.			S. T. White, election board....	6.00
D. L. Conover, plank.....	32.48		C. A. Fort, election board.....	6.00
July 28.			J. Quackenbush, election board	3.00
P. Falkenburg, roofing lockup, etc.....	5.58		E. F. Lufburrow, election board	3.00
Hopping & Ely, lumber for lockup.....	58.27		W. M. Roberts, election board..	6.00
August 1.			J. S. Smock, election board....	6.00
T. T. Rogers, roads.....	25.23		S. T. White, supplies.....	13.01
J. Mount, lamps.....	25.00		N. H. Roberts & Co., supplies	1.68
L. Jones, roads.....	5.25		Joseph W. Gardner, 7 arrests	7.00
August 15.			W. T. Franklin, roads.....	31.19
N. H. Roberts & Co., supplies	56.38		P. S. Conover, Jr., supplies....	.60
August 30.			J. T. Pinckney, 2 arrests.....	2.00
J. T. Stout, roads.....	61.85		J. Quackenbush, supplies.....	12.04
J. Dey, stone gutter on Bay View Avenue.....	71.05		Hopping & Ely, supplies.....	1.10
J. Mount, lamps.....	25.00		A. Martin, supplies.....	1.25
September 1.			J. T. Pinckney, roads.....	10.87
W. T. Franklin, roads.....	187.75		J. E. Foster, to services on tax adjustment, etc.....	50.00
September 3.			J. T. Stout, roads.....	85.05
J. H. Patterson, recording names	.75		Discount on note.....	38.32
September 27.			N. H. Roberts & Co., supplies	56.38
J. Mount, lamps.....	25.00		S. T. Bloodgood, roads.....	1.75
October 4.			S. T. Bloodgood, roads.....	6.75
C. R. Snyder, printing.....	5.20		Total.....	\$3,320.20
Dey & Ravatt, roads.....	108.37		Receipts.....	\$3,347.53
October 2.			Disbursements.....	3,320.20
J. T. Stout, roads.....	24.09		Cash on hand.....	\$ 27.33
November 1.			Due from Township Collector,	
J. Mount, lamps.....	17.10		Taxes, 1889.....	\$ 56.49
November 10.			Taxes, 1890.....	660.11
P. S. Conover, supplies.....	1.30			\$ 716.60
December 10.			Note in bank.....	685.00
T. T. Rogers, roads.....	22.65		Balance.....	\$ 31.66
January 5, 1891.			Amount in Treasurer's hands..	27.33
W. Lewis, posts.....	5.00		Balance due Borough.....	\$ 58.93
January 13.				
J. Mount, lamps.....	18.60			

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PERCY FALKINBURG,
Treasurer.

We the Auditing Committee of the Atlantic Highlands Borough Commission hereby report that we have examined the accounts and vouchers of Percy Falkinburg, Treasurer, as submitted to

us in his annual report and find the same to be correct.

JACOB T. STOUT,
S. T. CHAMPION,
WM. B. SAVIDGE,
Auditing Committee

The "Directory of Atlantic Highlands," compiled by George H. Stout, we prize very highly, and, with his consent, we continue and add the growth and interests of the borough, as taken from his second Directory of 1890-1891.

BOROUGH OFFICERS OF ATLANTIC HIGHLANDS

Annual Election—First Tuesday in April, from 2:00 P. M. to 7:00 P. M.

COMMISSIONERS

Thomas H. Leonard, President; William T. Franklin, Secretary; Percy Falkinburg, Treasurer; William B. Savidge, D. Lane Conover, Jacob T. Stout, S. T. Champion.

Street Committee—S. T. Champion, D. Lane Conover, Jacob T. Stout.
Lamp Committee—William B. Savidge, William T. Franklin, Percy Falkinburg.

Auditing Committee—Jacob T. Stout, William B. Savidge, S. T. Champion.

Attorney and Counsel to the Board—John E. Foster.

Marshal—Jonathan T. Pinckney.

BOROUGH BOARD OF HEALTH

Dr. E. C. Curtis, President; Capt. James H. Leonard, Secretary; J. B. Swan, Inspector; Jacob T. Stout, Member; Dr. J. H. Van Mater, Member; Dr. George D. Fay, Member; Dr. H. A. Clark, Member.

HOOK AND LADDER COMPANY, NO. 1.

Truck House, Center, opposite Railroad Ave.

Timothy M. Maxson, Chief of Middletown Fire Department.

Officers:

George Mackey, President; Charles A. Fort, Secretary; William T. Franklin, Treasurer; Percy Falkinburg, Foreman; Martin Dowd, First Assistant Foreman; Lamber D. Brush, Second Assistant Foreman.

THE ATLANTIC HIGHLANDS SAVINGS FUND AND BUILDING AND LOAN ASSOCIATION

Jacob T. Stout, President; William B. Savidge, Vice-President; Edward W. Leonard, Treasurer; John E. Foster, Secretary.

THE BAY VIEW CEMETERY ASSOCIATION

Office: First Ave., opposite the Bank.

George H. Sickles, President; R. S. Snyder, Secretary; N. H. Roberts, Treasurer.

Meetings, second Thursday in November, February, May, and August, at the superintendent's office, at 10 o'clock, A. M. Richard A. Leonard, Superintendent, Leonardville.

CHURCHES

Baptist—Highland and Ave. D. Rev. Edward Loux, Pastor.

Methodist—First and Mount Aves. Rev. L. B. Edwards, Pastor.

Episcopal (All Saints' Memorial)—Near Highlands-of-Navesink. Rev. Haslet McKim, Jr., Rector.

Roman Catholic—W. C. T. U. Temple. Rev. John M. Fox, Rector.

MISCELLANEOUS

United States Express Company, at railroad station. Samuel F. Paterson, Agent.
 Postoffice—First, opp. Center Ave. James H. Leonard, Postmaster.
 Railroad Station—Washington Ave.
 National Bank of Atlantic Highlands—First and Bay Aves.
 W. C. T. U. Temple—Mount, opp. Railroad Ave.
 Hook and Ladder Co.—Truck House, Center Ave., opp. Railroad Ave.
 Tabernacle—Bay View Ave.
 Atlantic Highlands Association—Rev. E. C. Curtis, President. Office at residence, Bay View Ave.
 White's Hall—First and Bay View Aves.
 Atlantic Highlands and Navesink Stage Route to boats and trains—Charles H. Green, Proprietor.
 Atlantic Highlands Cornet Band—Ave. A. and Bay Ave.

SOCIETIES

I. O. O. F.—Meet at White's Hall, First and Bay Aves., every Wednesday night. George Brannin, N. G.; E. H. Cook, Secretary.
 Knights of Pythias—Meet at White's Hall, every Monday night. S. T. Champion, District Deputy; J. E. Foster, C. C.; T. J. Emery, K. of R. and S.
 Sons of Temperance—Meet at White's Hall, every Thursday. James H. Leonard, W. P.; Robert Zebley, R. S.
 Pavonia Yacht Club—Bay View Ave.
 W. C. T. U.—The Temple, Mount, opp. Railroad Ave. Mrs. M. E. Allen, President.
 The "Y's"—The Temple. Miss Hattie Vail, President.
 Loyal Temperance Legion—The Temple. Mrs. E. Hooper, President.
 The King's Daughters—The Temple. Mrs. E. Hooper, President.

CHAPTER LVI.

LOCATING LEONARDO STATION
and
THE OPENING OF THE NAVESINK BRIDGE
1891.

Early in January of 1891, the following call was issued by a committee, who had met in December of the year previous, having in view the formation of a Board of Trade. To the Business Men of Atlantic Highlands:

You are invited to a meeting of business men of Atlantic Highlands and vicinity, to be held in the Truck House on Thursday, January 8, 1891, at 7:30 P. M., for the purpose of perfecting the organization of a Board of Trade, and transacting other business.

Yours truly,

THOMAS H. LEONARD, Chairman.

JOHN E. FOSTER, Secretary.

P. S. CONOVER,

C. H. ELY,

JOSEPH E. RALPH, Committee.

Dated, January 2, 1891.

The hall was crowded, and great interest manifested. After many speeches in favor of the object, the following officers were duly elected; the chairman appointing the several committees: President, James H. Leonard; First Vice-President, Jacob T. Stout; Second Vice-President, Dr. E. C. Curtis; Secretary, William T. Franklin; Treasurer, Percy Falkenburg; Board of Directors, Thomas H. Leonard, N. H. Roberts, S. T. White, P. S. Conover, Dr. J. H. Van Mater, George Mackey, J. E. Ralph, W. M. Foster.

The following is the list of the Standing Committees:

Arbitration—T. H. Leonard, Wm. H. Posten, Sr., Webster Swan.

Manufacturers and New Business—P. S. Conover, Jr., Wm. M. Foster, J. H. Richards, A. C. Oliver, E. F. Lufburrow.

Statistics and Publications—Joseph E. Ralph, S. S. Morris, John M. Sharts.

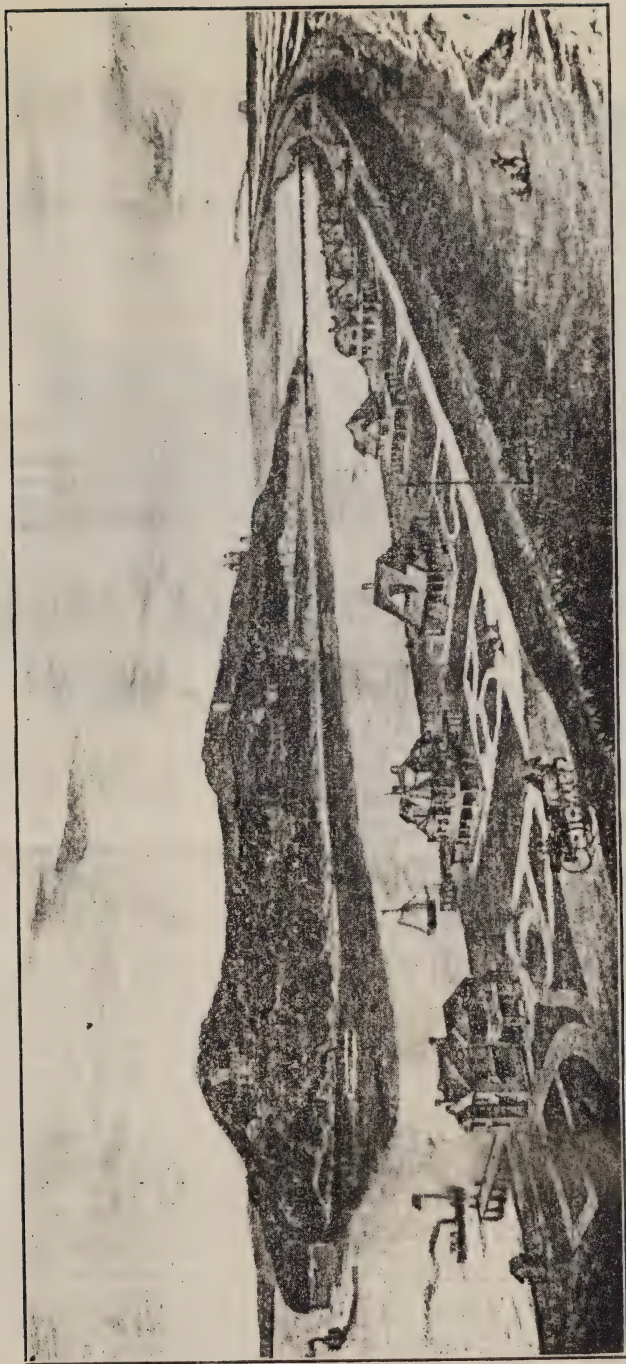
Public Improvements—Wm. M. Roberts, John Dey, C. T. Leonard, Wm. P. Irwin, D. L. Conover.

Commerce—S. T. White, Charles H. Ely, Joseph Lufburrow.

Legislature—John E. Foster, S. T. Champion, Edward Hooper.

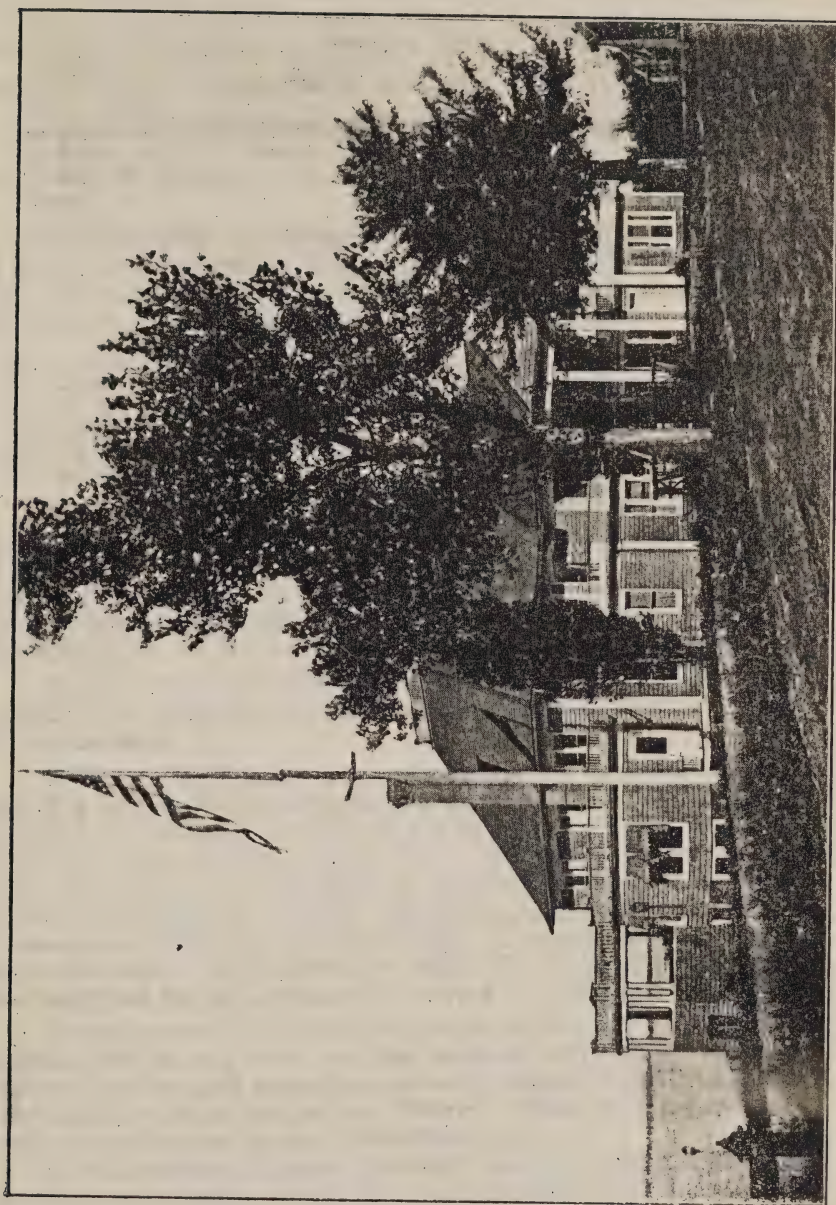
Complaints and Credits—N. H. Roberts, R. S. Snyder, John M. Johnson.

Sanitary Interests—Dr. H. A. Hendrickson, T. J. Emery, Matthew Brown.



VIEW OF HIGHLAND BEACH

See page 439



THE CASINO—1896

See page 411

Educational—W. J. Leonard, John B. Swan, Dr. George D. Fay.
 Township Interests—John E. Williams, Richard A. Leonard, Jr., Theodore Burdge, Thomas Jennings, Edward W. Leonard.
 Railroad Interests—Wm. T. Franklin, John J. Leonard, George F. Bartleson.
 National Board of Trade—Dr. E. C. Curtis, James P. Hopping, Dr. H. A. Clark.
 On Re-Organization of the Borough—J. E. Ralph, W. M. Foster, P. S. Conover, Jr., T. J. Emery, George F. Bartleson.
 On Cruelty to Animals—John Dey, J. M. Quackenbush, Jonathan T. Stout.

On the 24th of January, the installation of officers of the new organization, known as the Sons of Temperance, took place, under directions of District Deputy E. P. Holmes of Keyport. The following officers were installed:

P. W. P.—Walter Cottrell
 W. A.—Will Leonard
 R. S.—O. B. Irwin
 F. S.—Chauncey Cook
 Conductor—Charles Thorne
 I. G.—George Smith

W. P.—Morton Southall
 Chaplain—Harry Southall
 A. R. S.—Albert Leonard
 Treasurer—Mrs. M. A. White
 Ass't Con.—Charles White
 O. G.—John Mount

The financial affairs, regarding road tax, between the township and the borough, having been in somewhat of a tangled condition for some three years, a meeting was held at the office of Mr. John E. Foster, by the two bodies, on the 9th of February. It resulted in straightening out all difficulties, to the entire satisfaction of both parties.

The borough election, held as usual in April, 1891, resulted in the introduction in the political field of three new commissioners.

William M. Foster, who was early on the ground to cast his lot in the enterprise of developing a new town, makes his bow to the public as a war veteran, being among the first to enlist in our Civil War. Not only on the battle field, but in the peaceful lines of developing a town, he has shown his ability to handle his thousands (excursionists) of men, and with the greatest skill. I never knew him to have the least disturbance or difficulty, notwithstanding the facilities for entertaining a crowd were very limited.

Commissioner S. S. Morris was a resident of Port Monmouth, but as our town on the hillside developed, in the eastern horizon, his sagacious mind grasped its possibilities. Leaving his village and school district duties, as trustee, behind, he joined us in our undertakings here.

Commissioner Thomas Jennings came of English stock, developing in many ways the characteristics of his race. He, taking the position of painter, soon came to the front, financially and otherwise. With the assistance of his faithful wife, he soon outstripped many of his fellow men.

At the first meeting held by the new Board, April 9, 1891, Thomas H. Leonard was elected president; S. T. Champion, secretary; Percy Falkenburg, treasurer. His bond was put at \$5,000; the collector's bond, at \$3,000. Mr. John E. Foster was appointed counsel at \$25 per year.

At the meeting of April 23rd, inst., the following were appointed chairmen of committees: Streets, W. M. Foster; Lamps, W. T. Franklin; Auditing, S. T. Champion. Marshals Pinckney and Gardner were re-appointed at the May 21st meeting, at an equal salary of \$50 per year.

Much thought and consideration was expended in reference to the permanent location of the first station west of Atlantic Highlands. There had been a platform erected at the crossroad leading from Chapel Hill to Applegate's Landing—called "Bay View Station." After years had passed, it became evident that for the westerly development of Atlantic Highlands it was too far away, and was finally located between Leonard and Thompson Avenues, though the Chapel Hill mail continued to be received and delivered at the former place up to the present writing, 1899.

I secured a plot of land of Charles T. Leonard, 150 by 350 feet, which was deeded to the Central Railroad for a passenger station, April 21st of this year, the railroad officials agreeing to make it a flag station, with platform and shed accommodations, and to discontinue Bay View Station. Charles T. Leonard deeded ample freight grounds on the opposite side of the track. Time will determine whether this was wise, but I think it is evident that the Leonard Avenue site was as long a step between stations as practical in the development of the town. Charles T. Leonard's property was located on and near Leonard Avenue, joining with Brevent Park and Atlantic Highlands.

On of the greatest features of the year, in which the people of Atlantic Highlands played a most conspicuous part, was the opening of the new Navesink Bridge. It being Decoration Day, many of the buildings were beautifully festooned with flags. Stages left the postoffice with the members of the Board of Trade about 11:00 A. M., headed by the Committee of Arrangements, President James H. Leonard, John E. Foster, Peter S. Conover, Jr., D. Lane Conover, Thomas H. Leonard and Webster Swan. They drove immediately to the bridge, where they disembarked and crossed over to Oceanic. Here they found in waiting the Board of Freeholders and guests.

A rather informal reception was held by the Board of Trade at the Oceanic end of the bridge, when under

escort of the same Board, headed by Marshal Pinckney, the guests were escorted over the bridge to Locust Point; then re-entered the stages and proceeded to the Colonial Hotel, where was in waiting a most sumptuous dinner prepared by Woolman Stokes and given by the Board of Trade of the borough.

President James H. Leonard, after the good things had been disposed of, arose and said, "I have the pleasure, in behalf of the Board of Trade of Atlantic Highlands, to extend to you Freeholders and ex-Freeholders of Monmouth County the hospitalities of the hour. Although the Board of Trade was not yet in existence when the Navesink Bridge was commenced, yet I assure you its value was immediately appreciated by us, and we proceeded to do what we could toward the building and completion of the Middletown approach.

"Sixty years ago, when the inhabitants of Middletown and Shrewsbury desired to cross the river, the almanac had to be consulted to find the condition of moon and tides. The now city of Red Bank was then only a small village with two or three stores. Judge Patterson, the grandfather of our present Middletown Freeholder, and other men of enterprise, made up their minds a bridge was needed. Contributions were asked for, the people responded. Locusts from Atlantic Highlands, chestnuts from Nut Swamp, and timber from other parts of the country were brought together. The result was, a one track bridge was built. Since then several have been built across the river, but the greatest of them all is the Navesink Bridge, presented to us today.

"Thank God for Freeholders with broad minds and wisdom, who can see the needs of the people. As has been said by Senator Applegate in his letter to us today, the new bridge will be the means of opening up a large section of beautiful country in the eastern part of our county, and will also be of great benefit to the whole county. Therefore the citizens here assembled, join with us in thanking you for building the Navesink Bridge."

The director of the Board of Freeholders, Capt. John H. Heyer, responded, and was followed by the Rev. E. C. Curtis, Mayor Thomas H. Leonard, Freeholder Jehu P. Cooper (the father of the Bridge), R. S. Snyder, T. L. Seabrook, Hon. Wm. Pintard, Rev. W. B. Harris and others. Many letters were received from persons regretting their inability to be present. The Mayor, in his closing remarks, suggested "Navesink" as the name for the new bridge.

338 FROM INDIAN TRAIL TO ELECTRIC RAIL

ATLANTIC HIGHLANDS BOARD OF TRADE

BANQUET TO BOARD OF FREEHOLDERS

TO CELEBRATE THE OPENING OF THE NAVESINK BRIDGE

ATLANTIC HIGHLANDS, N. J., SATURDAY, MAY 30TH, 1891

AT ANDREW'S HOTEL

TICKET NO.—

ISSUED TO—

INVITED GUESTS

Monmouth County Board of Freeholders,
Atlantic Highlands Borough Commissioners,
Township Committee of Middletown Township,
Atlantic Highlands Board of Health,
Middletown Township Board of Health.

Hon. J. Clarence Conover
Hon. D. S. Crater
Hon. C. A. Bennett
Hon. Pitney Curtis
Hon. J. T. Haight
Hon. Rulif P. Smock
Hon. Charles H. Ivins
Rev. J. M. Pringle
Hon. Wm. Pintard
Jehu P. Applegate
Rev. Jos. G. Reed
George Cooper
Rev. Hazlet McKim
N. H. Roberts
Rev. Wm. Blackiston
D. G. Campbell
Wm. H. Posten

D. B. Westbrook
Rev. W. A. Price
Hon. Charles H. Haight
Hon. H. M. Nevius
Hon. W. S. Throckmorton
E. W. Arrowsmith
Rev. Edward Loux
Hon. John S. Applegate
Rev. John H. Fox
Jacob T. Stout
Rev. W. B. Harris
Joseph I. Thompson
George H. Sickles
O. B. Collins
D. W. Dean
Benj. M. Hartshorne

NAVESINK BRIDGE OPENING—(From the Monmouth Press).

A Grand Gala Day.

The Navesink Bridge Formally Opened—A Big Dinner.

"One of the greatest events that has transpired in this section of the county since the War of 1812, was the opening of the new iron bridge over the Shrewsbury from Locust Point to Oceanic. For two years the work has been progressing, and today it stands a monument of iron that reflects no little credit on the Freeholders of Monmouth County. We cannot let the opportunity pass without saying, that our representative Mr. Jehu P. Cooper, has the thanks of the people for his untiring labors in pushing forward the work. It is a masterly achievement.

"It being Decoration Day, many of our buildings were beautifully festooned with flags. Stages left the postoffice with the members of the Board of Trade about 11 A. M., headed by the Committee of Arrangements, President James H. Leonard, John E. Foster, Peter S. Conover, Jr., D. Lane Conover, Thomas H. Leonard and Webster Swan. They drove immediately to the bridge, where they disembarked and crossed over to Oceanic. Here they found in waiting, the Board of Freeholders and guests.

"The Hotel Bellevue, Alfred DeGaris, Proprietor, the new Pavilion Hotel and Gus Legier's Hotel, adjoining the bridge, were beautifully decorated with flags. W. C. Towne's New Amsterdam Hotel, on the creek road, was finely decorated, a large arch spanning the main entrance. Several of the houses in Navesink had the American colors flying.

"A rather informal reception was made by the Board of Trade at Oceanic end of the bridge, when under escort of the same Board, headed by Marshal Pinckney, the guests were escorted over the bridge to Locust Point, then re-entered the stages and proceeded to Andrew's Hotel, where was in waiting a most sumptuous dinner.

"It was nearly three o'clock when they sat down to the tables, which were spread in the spacious dining rooms. Mr. Woolman Stokes, the new proprietor, was the caterer, and we must acknowledge that it has seldom been our pleasure to enjoy so bountiful a repast. It was certainly a credit to the gentleman and all enjoyed the feast."

The Fisk Post, G. A. R.'s observed the same day, for the first time since their organization. In the morning they decorated many graves, and in the evening held a reception at the W. C. T. U. Temple.

On Tuesday, June 1st, workmen commenced opening the new avenue which would connect Navesink by the road passing the M. E. Church. It was named "Blackiston Avenue," after the pastor of the above-named church. The avenue is now known as Navesink Avenue.

At a meeting held June 4th, a committee was appointed, consisting of J. T. Stout, W. M. Roberts, J. E. Ralph, T. J. Emery and W. M. Foster, to procure the necessary signatures for the reorganization of the borough under an act of larger proportions, to correspond to our present size and conditions.

The following is the treasurer's Financial Report of the borough, from April 4th to September 16th, 1891:

340 FROM INDIAN TRAIL TO ELECTRIC RAIL

FINANCIAL REPORT of the Borough of ATLANTIC HIGHLANDS Treasurer's Report

Report of the Treasurer of the Borough Commission of Atlantic Highlands for the year ending September 16th, 1891, of Receipts and Disbursements.

Percy Falkinburg, Treasurer, in account with the Atlantic Highlands Borough Commissioner, from April 4th to September 16th, 1891.

RECEIPTS

April 6.	
Balance on hand.....	\$ 27.83
April 18.	
J. E. Ralph, hotel license.....	175.00
License.....	336.00
Note in Bank.....	1,875.00
	\$2,413.33

DISBURSEMENTS

April 23.	
Note	\$ 685.00
April 25.	
C. R. Snyder, Receiver Printing	16.50
April 27.	
J. Mount, lamps.....	18.90
April 29.	
T. Gaffey, roads.....	3.75
T. Devlin, roads.....	5.10
J. T. Stout, roads.....	10.00
May 29.	
George Cooper, surveying.....	70.75
Wm. Hayes.....	.60
J. Mount, lamps.....	7.95
G. Marks, roads.....	2.62
June 6.	
J. Rieley, roads.....	33.25
R. K. Carhart, roads.....	7.50
Hamalia Lamp Co., lamps.....	160.03
A. Segal, roads.....	1.50
Wm. T. Franklin, freight bill.	3.01
June 12.	
D. J. Roberts, carpenter work.	67.50
J. Ash, roads.....	11.25
J. Weber, roads.....	3.75
Discount.....	44.65
J. Reiley, roads.....	17.50
June 18.	
W. H. Falkinburg, painting.....	2.50
J. B. Swan, election services...	3.00
Dey & Ravatt, roads.....	10.00
J. T. Stout, roads.....	10.00
Franklin & Bartleson, roads.....	20.00
S. T. Bloodgood, roads.....	20.00
W. T. Franklin, roads.....	10.00
R. K. Carhart, roads.....	3.00
M. E. Foster, services.....	2.00
June 20.	
W. T. Franklin, roads.....	81.21
June 23.	
J. Hartnedy, roads.....	19.50
June 24.	

S. T. Bloodgood, roads.....	10.00
June 27.	
Howser & Paddock, mill work.	2.66
S. T. Bloodgood, roads.....	10.00
C. R. Snyder, Receiver, printing	8.40
July 8.	
J. W. Gardner, bridge.....	2.00
July 10.	
Wm. York, well.....	15.00
July 17.	
T. Gaffey, killing four dogs..	4.00
R. Couch, lamps.....	36.60
July 18.	
A. J. Cook, well.....	15.00
July 20.	
Dey & Ravatt, roads.....	22.00
J. Mount, lamps.....	25.55
D. L. Conover, posts.....	6.00
July 31.	
T. Gaffey, three dogs.....	3.00
J. T. Stout, roads.....	261.60
August 1.	
T. T. Rogers, roads.....	67.14
J. Parent, work on lock-up.....	.60
George Cooper, surveying.....	44.00
August 8.	
J. T. Pinckney, work, marshal fee	64.87
J. W. Gardner, marshal fees..	33.75
August 8.	
J. Hartnedy, roads.....	11.62
J. B. Valteau, asst. marshal...	2.00
August 15.	
V. H. Havens, supplies.....	9.25
D. J. Roberts, carpenter.....	18.12
August 17.	
J. Rieley, roads.....	13.12
August 21.	
J. T. Stout, roads.....	45.60
R. Couch, lamps.....	35.00
August 29.	
Dey & Ravatt Bros., roads....	6.80
T. Gaffey, four dogs.....	4.00
September 5.	
M. Brown, asst. marshal.....	2.00
September 7.	
B. Cole, meals for prisoners...	1.25
September 10.	
J. W. Gardner, marshal fees..	25.93
J. T. Pinckney, marshal fees..	25.93
W. H. Posten, for supplies....	13.11
Hopping & Ely, lumber.....	76.39
J. M. Quackenbush, supplies..	22.43
S. T. White, supplies.....	42.56
	\$2,411.67

Balance on hand, paid Treas.
N. H. Roberts..... 1.66
PERCY FALKINBURG,
Treasurer.

Approved as correct:
S. T. Champion
Wm. M. Foster
W. T. Franklin
Auditing Committee

After the committee previously named had secured a sufficient number of names, and all necessary requirements had been provided, an election was held, which resulted in almost a unanimous vote for a reorganization, under the Act of 1891, regulating the government of boroughs.

Following this, was held an election for the selection of officers, as the reorganization had set aside all officers

and ordinances previously elected and ordained. This occurred on the 15th day of September, 1891. The regular ticket nominated at the previous primary was elected, consisting as follows:

Mayor—Thomas H. Leonard.

Councilmen—Peter S. Conover, Percy Falkenburg, William Letts, Dr. John H. Van Mater.

Borough Clerk—S. T. Champion.

Assesor—Jacob T. Stout.

Collector—N. H. Roberts.

Commissioners of Appeal—M. L. Dolby, S. T. White, J. M. Quackenbush.

Judge of Election—Wm. F. Mount.

Inspectors of Election—Lewis Sculthorp, John B. Swan, John L. Perrine.

Poundkeeper—S. T. Bloodgood.

With this new organization, there were introduced upon the political field, two new councilmen—William Letts and Dr. John H. Van Mater.

“Capt. Letts,” as he was generally known, was a prominent business man of Hoboken, but became early identified with the place as a property holder and resident, becoming one of our earliest commuters. His sterling worth gave him a prominence that placed him in the list of councilmen, at this important stage of the town’s development.

Dr. John H. Van Mater needs no special introduction, as he identified himself with the place as early as 1881. He built a residence and connecting office on First Avenue, which later was known as the Columbus Hotel, he removing to Third Avenue. He held a prominent position as Township Committeeman, and he was one of the corporate members of the Hook and Ladder Company. He held, and still holds, a position as one of the leading medical physicians in the town. His father, Garret Van Mater, was known as the first mayor of Hoboken.

The following is the Mayor’s first annual message:

MAYOR LEONARD’S FIRST ANNUAL MESSAGE.

Mayor’s Office, Sept. 24, 1891.

Gentlemen of the Borough Council:

In entering upon the duties and responsibilities of the office of Mayor under our enlarged form of government, it is my privilege and duty to suggest and recommend for your consideration and approval such measures and my views concerning the policy to be pursued during the coming year, as I believe to be necessary or expedient for promoting the development and welfare of the borough.

First of all, I would recommend the utmost care in selecting the various borough officials of whom you have the appointment.

Second—the present, future and permanent prosperity and development of the borough largely depends on your administration of

its finances and I trust that it will be your aim in all expenditures to secure the greatest gain at the least cost and to increase our benefits and decrease our obligations without sacrificing any of the material interest of the borough, and in this connection I would recommend that you adopt the low tax rate of the past year, which will, in my opinion, produce sufficient revenue to meet all present obligations and to properly carry on the necessary improvements for the balance of the fiscal year. This result has been made possible by the increased valuation of the large tracts of real estate, the large increase in building and the growth of the borough, and above all by the thorough and complete assessment of all property at its actual value for the first time has been made. And I estimate that at the rate suggested, i. e., .003, about \$3,600. would be realized instead of \$1,500. as heretofore, and this result can be obtained with but little if any increase to the individual taxpayer.

Third—the streets and sidewalks of the town should command your early and careful attention. Our limited income in the past prevented us from inaugurating and completing many improvements which were regarded as necessary and desirable, but now with our enlarged powers and revenue all obstacles have been removed and I would strongly recommend that you cause the grade to be fixed and established on every public street and sidewalk in the borough limits; that for the preservation of the road bed you cause suitable stone gutters to be built wherever necessary and that you cause sidewalks to be constructed in all parts of the borough in which building operations have been commenced or other improvements started.

Fourth—the increase in our population and particularly in the number of our permanent residents has created a demand for an enlarged police force, and while we have been fortunate in the past in requiring but little service from the force we had, yet at our present rate of development the need of a larger and more efficient police protection must be apparent to all and I recommend the appointment of a Borough Marshal at a suitable compensation, who will be on regular duty, and two or more policemen at a low salary, for evening duty, and that in making such appointments regard should be had to the various sections of the town regarding the service of such a force.

Fifth—the public health of the borough has been excellent, a result which is largely due to the efforts of the board of health, who, in spite of limited means and without litigation, have secured the observance by our citizens of their regulations and the provisions of their code. Their efforts for the future must depend in a large measure on the appropriations you may make for their work and I feel that the importance of the subject is sufficient to induce you to treat it with the liberality which it deserves.

Sixth—no subject appeals more directly to our citizens than that of street lighting. Our exposed position on the Bay Shore unfortunately furnishes too severe a test for the present service of oil lamps which on our principal streets have been found wholly inadequate to meet the wants of the town, and I recommend you take under consideration at an early day, the subject of a more modern and satisfactory method of street lighting.

Seventh—one subject that for a long time has claimed the attention of our citizens and which has been brought to my notice on a number of occasions is the introduction of water and sewerage systems in our borough. This is a matter of vast importance to every resident of our town and one that is entitled to and should receive the most careful consideration and I would recommend that action be taken by your body to secure an expression of all our citizens on the subject as a preliminary step to your future guidance and action on the matter.

At the present time I am not aware of other matters to which I would call your attention. As occasion and circumstances may require, I shall present for your consideration such matters as then call for action.

Yours respectfully,
THOMAS H. LEONARD.

On motion of Councilman Van Mater, the communication be received and spread upon the minutes and published in the "Monmouth Press."

The Mayor then announced his standing committees, as follows:

Finance—Conover, Van Mater, Letts.
Streets—Conover, Falkinburg, Van Mater.
Police—Van Mater, Conover, Falkinburg.
Public Health—Van Mater, Falkinburg, Letts.
Street Lighting—Letts, Conover, Falkinburg.
Licenses—Falkinburg, Letts, Conover.
Auditing Committee—Falkinburg, Van Mater, Letts.
Printing, Ordinances—Letts, Van Mater, Conover.

On September 24th, a communication was received from the Board of Trade, recommending that the Mayor and Council take in consideration at the earliest opportunity, the introduction of a water and sewer system. On motion of Mr. Falkinburg, the clerk was instructed to request the Board of Trade to appoint a committee to cooperate with the Borough Council in the matter of said improvement.

At the meeting of October 2nd, on motion of Mr. Conover, it was ordered that the tax levy for 1891 be one-third of one per cent.

At the meeting held October 8th, the Street Committee reported that they had agreed with Wilson Stryker for him to work on the streets, as superintendent, for \$45 per month. He was also to act as assistant marshal when not occupied on the streets.

It was ordered that the design of the corporate seal of the borough should be as follows: "The Borough of Atlantic Highlands, N. J., incorporated, 1887; reincorporated, September 15, 1891."

On motion of Commissioner Van Mater, the Mayor was directed to consult George Cooper as to the expense of setting grades upon the several streets of the borough. The Mayor reported that the cost would not exceed \$300. At a meeting held October 15th, it was decided to engage Mr. Cooper to place official grades on all the streets. A complete borough map, with grades thereon, also a field book of same, was to be furnished by him at the completion of his work.

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At a meeting held October 22nd, on motion of Commissioner Conover, the Street Committee was directed to procure and put down stone crossings on First Avenue, where flag sidewalks had been laid.

The following are pages from George H. Stout's Directory of Atlantic Highlands and vicinity, for the years 1891-92:

NEW JERSEY LEGISLATURE

Monmouth County

Thomas S. R. Brown, term expires, 1894, Senator.
Aaron E. Johnston, Assemblyman.
Charles H. Ivins, Assemblyman.

STATE COURTS

Chancery—First Tuesday in February, third Tuesday in May, third Tuesday in October.

Supreme Court—Third Tuesday in February, first Tuesday in June, first Tuesday in November.

Court of Errors—First Tuesday in March, third Tuesday in June, third Tuesday in November.

COUNTY OFFICERS.

Monmouth County.

J. Clarence Conover, Law Judge.
Charles A. Bennett, Sr., Lay Judge.
Pitney Curtis, Lay Judge.
Charles Haight, Prosecutor of Pleas.
John T. Haight, Clerk.
David S. Crater, Surrogate.
Rulif P. Smock, Sheriff.
Wm. S. Throckmorton, Collector.

ELECTIONS

Fall—The first Tuesday after the first Monday in November.

Spring—The second Tuesday in March. Polls open from 6 A. M. to 7 P. M. Borough election of Atlantic Highlands the first Tuesday in April, 2 to 7 P. M.

TOWNSHIP OFFICERS

Town Clerk—George Brannin, Navesink and Atlantic Highlands.
Assessor—Rutsen S. Snyder, New Monmouth and Atlantic Highlands.
Collector—Capt. Benj. Griggs, Port Monmouth.

Freeholder—Jehu P. Cooper; term expires 1892. P. O., Red Bank.

Town Committee—John H. Van Mater, M. D., Chairman, Atlantic Highlands; term expires 1892.

George Morford, Treas., New Monmouth; term expires 1894.
Jacob Swan, Atlantic Highlands; term expires 1893.

Commissioners of Appeals—N. H. Roberts, Stout S. Compton, John Morford. Surveyors of Highways—Jos. S. Clark, John I. Sickles.

Overseer of the Poor—Wm. P. Irwin, Atlantic Highlands.

Justices of the Peace—John Ellis, Atlantic Highlands; term expires 1894.

Somers T. Champion; term expires 1894.

George H. Sickles, Navesink; term expires 1895.

Jesse H. Stout, Highlands; term expires 1895.

Henry C. Taylor, Middletown; term expires 1896.

Constables—Joseph W. Gardiner, Atlantic Highlands; term expires 1892.

Joseph Johnson, Navesink; term expires 1893.

Charles Van Kirk, Middletown; term expires 1894.

A. C. Willis, Keansburg; term expires 1894.

Daniel Clevenger, Seaside; term expires 1894.

Special Policemen for the Township—Charles H. Green, Jr., C. Mell Johnson, Wm. Cahill.

TOWNSHIP BOARD OF HEALTH

Jacob Swan, President, Atlantic Highlands.

George Morford, New Monmouth.

J. H. Van Mater, M. D., Atlantic Highlands.

Rutsen S. Snyder, Secretary, Atlantic Highlands and New Monmouth.

H. A. Hendrickson, M. D., Town Physician and Health Inspector, Atlantic Highlands.

BOROUGH OFFICERS

Commissioners.

Thomas H. Leonard (for three years), Chief Commissioner.

Percy Falkinburg (for three years), Treasurer.

Thomas Jennings (for three years).

Somers T. Champion (for two years), Secretary.

Spencer S. Morris (for two years).

William M. Foster (for one year).

William T. Franklin (for one year).

Nathaniel H. Roberts, Collector.

Jacob T. Stout, Assessor.

Money to be raised—For borough purposes, \$500; for borough road tax, \$1,000.

BOROUGH BOARD OF HEALTH

Dr. E. C. Curtis, President.

Capt. James H. Leonard, Secretary.

J. B. Swan, Inspector.

Jacob T. Stout, Member.

Dr. J. H. Van Mater, Member.

Dr. Geo. D. Fay, Member.

Dr. H. A. Clark, Member.

ROAD OVERSEERS OF MIDDLETOWN TOWNSHIP

Appointed by the Township Committee.

District 1—Headden's Corner, Charles Van Kirk.

District 2—Navesink, Thomas Garvey.

District 3—Port Monmouth, William C. Bennett.

District 4—Port Monmouth Shore, Benjamin Griggs.

District 5—Middletown, John I. Taylor.

District 6—Nut Swamp, Joseph Applegate, Sr.

District 7—Leedsville, James Bray, Jr.

District 8—Chapel Hill, Andrew Winter.

District 9—Highlands, Thomas Swift.

District 10—Oak Hill, Patrick Salmon.

District 11—Crawford's Corner, John N. Patterson.

District 12—Leonardville, R. A. Leonard.

District 13—Locust Point, Thomas Golden.

SCHOOL DISTRICTS OF MIDDLE-TOWN TOWNSHIP

Annual election for Trustees on the Tuesday following Township election, at 7:30 P. M.

Samuel Lockwood, Ph. D., Freehold, N. J. County Superintendent of Schools.

Names of District Clerks.

District No. 60—Geo. Morford, New Monmouth.

District No. 61—William H. Palmer, Keansburg.

District No. 62—Henry C. Taylor, Middletown.

District No. 63—Jonathan Headden, P. O., Red Bank.

District No. 64—Abram Soper, P. O., Red Bank.

District No. 65—Cornelius W. VanCleaf, Holmdel.

District No. 66—William B. Mount, Chapel Hill.

District No. 67—Vinton H. Havens, Highlands.

District No. 68—M. C. Lohsen, Port Monmouth.

District No. 69—Somers T. Champion, Atlantic Highlands.

District No. 70—Charles Allen, Jr., P. O., Red Bank.

District No. 71—Chas. F. Lisk, Port Monmouth.

POSTMASTERS OF MIDDLETOWN TOWNSHIP

Atlantic Highlands, Capt. Jas. (H.) Leonard.

Chapel Hill, David C. Bennett.

Highlands, Michael Rowland.

Leonardville, Thomas Leonard.

Middletown, Richard Lufburrow.

Navesink, Webster Swan.

New Monmouth, Henry J. Frost.

Port Monmouth, Rev. Wm. V. Wilson.

OFFICERS OF THE ATLANTIC HIGHLANDS ASSOCIATION

Rev. E. C. Curtis, D. D., President, Atlantic Highlands, N. J.

Rev. J. B. Faulks, D. D., Vice-President, Haverstraw, N. Y.

Wm. Baldwin, Esq., Secretary, 805 Broadway, New York City.

Hon. John G. Garretson, Treasurer, Perth Amboy, N. J.

The office of the Association is in the cottage of the President on Bay View Avenue.

Annual meeting the last Tuesday of September.

ATLANTIC HIGHLANDS HOOK AND LADDER COMPANY, NO. 1

Truck House, Center, opposite Railroad Avenue.

Annual election and meeting in January.

Wm. M. Foster, Chief of the Department.

Officers

George Mackey, President.

Charles A. Fort, Secretary.

William T. Franklin, Treasurer.

Thos. J. Jennings, Foreman.

Martin Dowd, First Assistant Foreman.

John B. Valteau, Second Assistant Foreman.

NAVESINK HOOK AND LADDER COMPANY, NO. 1 (Navesink)

Amzi M. Posten, President.

Wm. Stearns, Financial Secretary.

Frank Despreaux, Recording Secretary.

T. M. Maxson, Treasurer.

Joseph Lufburrow (one year), Trustee.

John E. Williams (two years), Trustee.

Thomas Golden (three years), Trustee.

Milbury Stearns, Foreman.

Chas. Wilson, First Assistant Foreman.

Wm. Hower, Second Assistant Foreman.

BOARD OF TRADE OF ATLANTIC HIGHLANDS AND VICINITY

James H. Leonard, President.

Jacob T. Stout, Vice-President.

E. C. Curtis, Vice-President.

Wm. T. Franklin, Secretary.

Percy Falkenburg, Treasurer.

T. H. Leonard, Director.

S. T. White, Director.

John H. Van Mater, Director.

N. H. Roberts, Director.

P. S. Conover, Director.

Wm. M. Foster, Director.

Geo. Mackey, Director.

J. E. Ralph, Director.

Meetings—Second Tuesday in every month.

Annual Meeting—Second Tuesday in January.

ATLANTIC HIGHLANDS NATIONAL BANK

C. S. Holmes, President.

E. C. Curtis, Vice-President.

C. H. Ely, Cashier.

Capital, \$50,000.

Directors—C. S. Holmes, John S. East-

mond, E. C. Curtis, Benjamin Griggs,

R. S. Snyder, Justus E. Ralph, P. S.

Conover, Jr., M. C. Lohsen, Wm. H.

Posten, Sr., Charles T. Leonard, J. E.

Williams.

Office Hours from 9 A. M. to 3 P. M.

Meeting of stockholders for the election

of Directors the second Tuesday of

January in each year, between the hours

of 12 A. M. and 2 P. M.

COMMITTEES OF THE BOARD OF TRADE

Arbitration—Thomas H. Leonard, Wm.

H. Posten, Webster Swan.

Manufacturers and New Business—Peter

S. Conover, Jr., Wm. M. Foster, J. H.

Richards, A. C. Oliver, E. F. Lufbur-

row.

Statistics and Publications—J. E. Ralph,

S. S. Morris, John M. Sharts.

Public Improvements—William N. Rob-

erts, John Dey, C. T. Leonard, Wm.

P. Irwin, D. L. Conover.

Commerce—S. T. White, Charles H. Ely,

Joseph Lufburrow.

Legislature—John E. Foster, S. T.

Champion, Edward Hooper.

Complaints and Credits—N. H. Roberts,

R. S. Snyder, John M. Johnson.

Sanitary Interests—Dr. H. A. Hendrick-

son, T. J. Emery, Matthew Brown.

Educational—W. J. Leonard, John B.

Swan, Dr. George D. Fay.

Township Interests—John E. Williams,

R. A. Leonard, Theodore Burdge,

Thomas Jennings, Edward W. Leonard.

Railroad—Wm. T. Franklin, J. J. Leon-

ard, George F. Bartleson.

National Board—Dr. E. C. Curtis, James

P. Hopping, Dr. H. A. Clark.

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CHURCHES IN MIDDLETOWN TOWNSHIP

- Baptist.
 Atlantic Highlands—Rev. Edward Loux, pastor, Center and Avenue D.
 Chapel Hill—Rev. E. E. Jones, pastor; residence, Middletown.
 Chapel at Port Monmouth—Rev. Wm. V. Wilson, pastor.
 Middletown—Rev. E. E. Jones, pastor.
 Navesink—Rev. Wm. B. Harris, pastor; residence, Hillside.
 New Monmouth—Rev. Wm. V. Wilson, pastor.
 Leedsville—Rev. J. K. Manning of Red Bank.
- Catholic.
 Atlantic Highlands—St. Agnes, Rev. John H. Fox, rector, Third and South Avenues.
 Highlands—Our Lady of Perpetual Help, Rev. John H. Fox, rector.
 New Monmouth—St. Mary's, Our Lady of the Angels, Rev. J. J. F. O'Connor, rector.
 Morrisville—St. Catherine's, Rev. J. A. Lawrence, rector.
- Episcopal.
 Navesink—All Saints' Memorial, Rev. Haslet McKim, Jr., and Rev. J. M. Pringle, rectors, near Highlands of Navesink.
- Union.
 Headden's Corner—Supplied.
- Methodist.
 Atlantic Highlands—Rev. Joseph G. Reed, pastor; A. M. E. Zion, Rev. Robert H. Coleman, pastor.
 Navesink—Rev. W. E. Blackiston, pastor.
 Port Monmouth—Rev. James Burns, pastor.
 Sea-Side—Rev. James Moore, pastor.
- Presbyterian.
 Atlantic Highlands—Rev. W. A. Price, pastor.
- Reformed.
 Middletown—Rev. Chas. D. Buck, pastor.
 Sea-Side—Supplied.
- ### SCHOOLS
- Public School—Washington and Avenue C. Teachers—B. F. Harding, Principal; Miss Josie Leonard and Lillian Whittingham, assistant teachers.
 Private School—Strasburg Hotel, Bay and Avenue B; Miss M. Berst, Principal.
 Trustees of District School (No. 69)—S. T. Champion, District Clerk; Samuel A. Foster, Richard A. Leonard.
- ### SOCIETIES
- I. O. O. F.—Meetings, Wednesday nights, at White's Hall. Thos. Golden, N. G.; E. H. Cook, V. G.; Frank Morgan, R. S.; Rev. W. E. Blackiston, Chaplain; Otto Davis, T. S.; E. P. Magee, Treas-

urer.

- Encampment of I. O. O. F.—Meetings, second and fourth Friday nights each month. Geo. Brannin, C. P.; S. T. White, H. P.; E. H. Cook, S. W.; Amzi Posten, J. W.; T. B. Walling, R. S.; C. Chapman, F. S.; W. M. Foster, Treasurer.
- Knights of Pythias—Weekly meetings, Monday nights, at White's Hall. Dr. G. D. Fay, C.; Percy Falkenburg, V. C.; G. F. Bartleson, P.; S. T. White, P. C.; E. H. Cook, R. S.; Geo. Mackey, M. F.; James H. Leonard, M. of E.; Wm. M. Foster, M. of A.
- Grand Army of the Republic—Meetings, first and third Friday nights, each month. S. T. Champion, Commander; Wm. M. Foster, S. V. C.; Stephen Powell, J. V. C.; Robt. Emery, Chaplain; Joseph W. Gardiner, Adjutant; J. B. Swan, Quartermaster; Frederick Snyder, Officer of the Day; L. M. Parker, Officer of the Guard.
- Sons of Temperance—Regular meetings, Thursday nights, at the Temple. Willie Leonard, W. P.; O. Irwin, R. S.; Chanucey Cook, F. S.; Walter Cottrell, Treasurer; Wm. M. Foster, Chaplain.
- Loyal Legion—President, Mrs. E. Hooper; Vice-President, Mrs. Egbert T. Lufburrow; Secretary, Mrs. Percy Falkenburg; treasurer, Miss Margelia Mackey.
- W. C. T. U.—President, Mrs. Mary E. Allen; Vice-President, Mrs. A. E. Bennett; Recording Secretary, Mrs. E. Hooper; Corresponding Secretary, Mrs. Geo. H. Stout; Treasurer, Mrs. Wm. H. Falkenburg.
- Young Women's Christian Temperance Union—President, Mary Leonard; Vice-Presidents, Mamie Martin, Ella Vanderbilt; Corresponding Secretary, Grace Valentine; Recording Secretary, Emma Savidge; Treasurer, Emma Swan; Flower Department—Bertie L. Stout. Annual meeting in November.
- King's Daughters—President, Mrs. E. Hooper; Vice-President, Mrs. Geo. H. Stout; Treasurer, Mrs. J. H. Van Mater; Recording Secretary, Mrs. A. F. Flummerfelt; Corresponding Secretary, Mrs. J. E. Foster. Annual meeting, May 21st.
- ### THE ATLANTIC HIGHLANDS SAVINGS FUND AND BUILDING AND LOAN ASSOCIATION
- Jacob T. Stout, President.
 William B. Savidge, Vice-President.
 Edward W. Leonard, Treasurer.
 John E. Foster, Secretary.
 Annual meeting, third Wednesday in November, at Atlantic Highlands.

Local events and improvements of the borough, for the year 1891, as collected from our local papers and otherwise:

Mr. Edward Magee opened his meat market on Thursday, January 1, in the postoffice building.

The erection of the St. Agnes Roman Catholic Church was begun in January of this year, under the management of Michael Morgan, contractor, of Long Branch.

February 4th, (1892), a committee on public improvements for the town met at the office of John E. Foster. The business was the selection of a route for a wide avenue between Atlantic Highlands and the new bridge at Locust Point. The present Valley Drive was the line decided upon.

On Wednesday afternoon, April 1, the citizens' primary was held at the truck house, and a regular ticket was selected. Capt. James H. Leonard was chairman of the meeting. An independent primary was called by J. E. Ralph, named the "People's Primary," which met at the truck house Saturday evening, April 4th. At the ensuing election, the regular ticket was elected.

The St. Agnes Roman Catholic Church was dedicated Sunday, May 31st. The ceremony was in charge of Right Rev. M. J. O'Farrell, Bishop of Trenton, assisted by Rev. John H. Fox, pastor of the church.

At a meeting of the Board of Freeholders, June 10, by resolution offered by J. P. Cooper, that the name of the bridge across the Shrewsbury from Oceanic to Locust Point should be Navesink Bridge, was carried unanimously.

In June of this year, Mr. E. H. Cook completed a fine photograph gallery, in No. 1 Leonard Block.

President Maxwell, with a number of the directors of the Central Railroad Company, paid a visit to Navesink and Atlantic Highlands on June 25th, with a view of inspecting the new route for the terminus at this place.

On the 30th of June, a new organization was formed, entitled the United Order of American Mechanics, which found the names of most of the young men in the place on the roll. The new lodge was installed as Portland Council No. 105. The State Councillor, S. C. O. Mills of Rahway, with others, conducted the installation of the following officers:

Councillor, C. R. Snyder.
 Vice-Councillor, William Wells.
 Recording Secretary, William Leonard.
 Assistant Recording Secretary, Murray Foster.
 Financial Secretary, Thomas Owen.
 Treasurer, Charles Stuart.
 Conductor, Geo. Jenkinson.
 Warden, Lewis Foster.
 Inside Sentinel, John Oliver.
 Outside Sentinel, Geo. Dominick.
 I. P. C., George H. White.
 Trustee for 6 months, J. Wells.
 Trustee for 12 months, Gordon Patterson.
 Trustee for 18 months, J. M. Quackenbush.
 Rep. State Council, 1 year, George H. White.
 Rep. State Council, 2 years, R. S. Snyder.

On Saturday afternoon, September 12, 1891, the Atlantic Highlands baseball team, the "Atlantics," proved themselves to be the champions of the New Jersey Coast League. All the Atlantics did excellent playing, especially Chauncey Slayton, pitcher, and Oscar Brown. Credit was due to Manager N. H. Roberts, for the harmony that prevailed among the team.

On November 7, 1891, work commenced on the railroad terminal at this place. The new pier is to be 2,400 feet in the bay, and 400 feet wide at the boat landing, with railroad connections from the main station, also along the beach to the Highlands. The contract for building the pier has been awarded to Cofroed & Saylor, of the Central Railroad Building in New York; and the contract for filling in, awarded to parties from Scranton, Pa.

The building of Valley Drive, 100 feet in width, from First Avenue to Peter's Brook, was accomplished by Messrs. Dolby, Curtis and Ralph, of the Atlantic Highlands Improvement Company, and William M. Roberts and Bros.—the two interests controlling the right-of-way. The balance of Valley Drive, 66 feet wide, from the Borough line to All Saints' Memorial Church, was accomplished mainly through William T. Franklin and Thomas H. Leonard. They, anticipating township appropriations, secured the money on loan, and completed the work.

November 12th, John Oliver was appointed night watchman and policeman. He assumed his duties November 19th.

At a meeting of the Council, November 12th, an offer of salary was tendered the Mayor. He refused the offer on the ground that his real estate interests and interest in the town was sufficient to guarantee his best efforts in his position.

On December 24th, the first provision was made for the preservation of public documents, etc., by the purchase of a safe, at a cost of \$80. It was properly inscribed as the property of Atlantic Highlands, and placed in the hands of Borough Clerk S. T. Champion.

On the same date, arrangements were made to put down stone street crossings. John L. Moon of Port Monmouth was employed. Mr. Moon was the first man employed on public works in Atlantic Highlands, in laying street flagging and curbs.

Also, at this meeting, the residents on Second and Third Avenues, between Mount and Bay View Avenues, were ordered to put down curbing and grade sidewalks.

The opening of Valley Drive, and the building of the Navesink Bridge, which had occurred this year, was the beginning of a new era in that direction. The new bridge was the opening up of communication between Middletown and Shrewsbury townships, with the most gratifying results—accommodating thousands of the traveling public that heretofore had either to go over Cooper's Bridge, at the west, or the Highland Bridge, at the extreme east end of the above townships. The amount of money expended, though necessarily large, was never regretted by the taxpayers of the county.

The Freeholders, especially the committee selected by the Board, after months of anxiety and toil, clothed themselves with honor in the completion of this grand structure. Many thanks are due the individual efforts of private citizens, who, without reward or compensation, assisted in the successful completion of one of the grandest improvements in the county.

The carriage driving, between Atlantic Highlands and Rumson Neck, over Navesink Bridge, via Valley Drive, proved greater than the most sanguine hopes of its promoters.

The following is the report of the treasurer, for the fiscal year ending March 5, 1892, beginning with September 16, 1891—the time of the reorganization of the borough:

Report of the Collector and Treasurer of the Borough of Atlantic Highlands for the year ending March 1st, 1892, of receipts and disbursements.

N. H. Roberts, in account with the Borough of Atlantic Highlands from September 16, 1891 to March 5, 1892.

RECEIPTS

September 16, 1891.	
Balance received from Percy Falkenburg.....	\$ 1.66
October 5.	
Geo. Morford, back taxes.....	500.00
February 15, 1892.	
Geo. Morford, back taxes.....	172.13
S. T. Champion, for Clerk license.....	6.59
Borough, tax collected.....	4,110.64
S. T. Champion, clerk for sidewalk account.....	65.83
Geo. Morford, road tax, 1891.....	711.69
	<u>\$5,567.95</u>

DISBURSEMENTS

	As per warrant
Note in bank.....	\$1,875.00
Robert Couch, lamp lighting.....	13, 15 70.25
Robert Couch, making ladders.....	18 1.50
Jos. W. Gardiner, service as marshal.....	20, 24, 48 68.75
Pinkertons Detective Agency.....	25 33.06
T. T. Rogers, work on streets.....	14 62.33
Dey & Ravatt Bros., stone.....	8 12.00
John Moore, work on streets.....	11 9.75
John Dey, work on streets.....	5 5.00
D. L. Conover, lumber.....	23 1.82
Lewis Cresson, work on streets.....	54 2.10
Percy Falkenburg, stove, oil cans, etc.....	42 11.75
S. A. French, police equipments.....	37 44.26
C. R. R. Co., freight.....	71 4.35

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Morton Southall.....	40	50
J. H. Skidmore, stone.....	80	20.09
J. T. Pinckney, marshal fees.....	32	23.31
John B. Swan, health inspector.....	56	68.92
George Cooper, setting grades.....	55	150.00
John J. Leonard, gravel.....	64, 89	43.92
Bell & Conover, stone crossing.....	75	115.68
Smith & Field, waste.....	78	6.10
Geo. W. Bassett & Co., lamp supplies.....	77, 103	64.90
J. M. Mossman, safe.....	62	80.00
N. H. Roberts & Co., books, etc.....	85, 99	7.35
Forman Smith.....	93	.38
John Oliver, salary as police.....	65, 98	21.00
George Marks, work on streets.....	60, 68, 72	22.20
Joseph Marks, work on roads.....	67, 74, 94	11.10
Wilson Stryker, Street Superintendent, salary.....	29, 41, 79, 87, 102	210.00
S. T. Champion, books and paper.....	31, 36	17.02
John Rice, lamp lighting.....	33, 51, 66, 95	140.00
Jacob T. Stout, work on streets.....	82	21.04
Jacob T. Stout, assessors fees.....	81	60.61
Jas. H. Leonard, vital statistics to State.....	22	5.40
Jos. E. Ralph, borough seal.....	21	1.25
Geo. Johnson, work on streets.....	46	1.05
Borden Hampton, work on streets.....	59, 53, 34, 38, 43, 45, 70, 73	49.05
Alfred Garner, work on streets.....	30, 35, 39, 44, 52, 61, 69	37.42
S. T. Bloodgood, work on streets.....	6, 58	88.37
P. Conover, Jr., hardware, plough, etc.....	7, 76	36.60
Atlantic Highlands Hook and Ladder Co., rent.....	16, 100	30.00
J. E. Foster, services and disbursements on reorganization of borough.....	57	150.00
John E. Foster, counsel fees.....	19, 103	90.00
Wm. T. Franklin, work on streets, carting, etc.....	12, 26, 49, 84	177.64
C. R. Snyder, receiver, printing.....	10, 17, 50, 88	66.55
N. J. Oil Co., oil.....	9, 47, 83	69.26
J. M. Quackenbush, Commissioner of Appeal, and lamp supplies.....	4, 63	6.70
Hopping and Ely, lumber.....	2, 105	73.30
Wm. H. Posten, Jr., hardware.....	1, 27, 106	53.95
S. T. White, Commissioner of Appeal, lamp supplies, etc.....	3, 86, 97	26.09
N. H. Roberts, collectors fees.....	91	60.61
A. C. Watrous, stone.....	92	10.00
M. L. Dolby, Commissioner of Appeal.....	90	3.00
John L. Moon, labor on street crossing.....	107	9.90
Alex Martin, iron work on sleeper.....	104	6.00
S. T. Champion, 5½ months' salary.....	101	46.50
Jos. Marks, work on street.....	109	3.90
T. T. Rogers, work on street and stone.....	96	9.35
Discount.....		20.91
		\$5,567.95

Statement

Balance on hand.....	\$1,149.35
Delinquent taxes.....	385.32
Sidewalk account unsettled.....	73.19
	\$1,607.86

N. H. ROBERTS, Collector and Treasurer.

Passed by Auditing Committee as correct on the 2nd day of March, 1892.

J. H. Van Mater
Percy Falkenburg
P. S. Conover, Jr.

Sworn and subscribed before me this second day of March, 1892.

S. T. Champion, Justice of the Peace.

The following is the annual report of the trustees of the Atlantic Highlands public school, ending March 15, 1892. It will be seen by this report there was an urgent demand made by its officers for greater seating capacity than the present school building was capable of. Their repeated demands resulted, in time, in the construction of the grand brick building on Washington and Lincoln Avenues, which will be referred to later.

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ANNUAL REPORT OF THE TRUSTEES OF ATLANTIC HIGHLANDS PUBLIC SCHOOL—DISTRICT NO. 69.

Annual report of the trustees of School Dist. No. 69, Monmouth County, New Jersey, to annual meeting of March 15, 1892.

On making this our annual school report we desire to state that immediately following the close of the annual meeting at which Samuel A. Foster was elected trustee for three years, S. T. Champion was duly elected District Clerk for the ensuing year. At a meeting held on the first day of August, 1891, the District Clerk presented several applications for the position of Principal of the school. Mr. B. F. Harding, the Principal of the last year was unanimously elected for the coming year as was also Miss Josie Leonard and Miss Lilian Whittingham for the intermediate and primary departments. Mr. Harding's salary was fixed at \$85 per month and Miss Leonard's and Miss Whittingham's at \$40 per month, upon the condition that no school be held during the holiday week and no salary paid for that time.

On the 7th of August, the resignation of Mr. Harding was received and accepted and E. H. Cook was elected to fill the vacancy at a salary of \$80 per month. During the year we have purchased and had placed in the Principal's room seating capacity for twelve more scholars. We are compelled to again call your attention to the fact that we now have enrolled in the district 261 children between the ages of 5 and 18 and our seating capacity in the present school house is for 170. The primary and intermediate departments are so crowded that we have been compelled to advance classes from the intermediate to the Principal's room and from the primary to the intermediate, when really they were not sufficiently advanced to justify these advancements, but on account of the increased seating capacity of the upper room we could do no better. By so doing we increased the number of scholars so largely in that room, that we were compelled to employ a monitor to assist the Principal at a salary of \$10 per month. We would again urge the necessity of providing more room to accommodate the increasing demand made upon us. Our financial condition at the present is as follows:

Amount on hand at the beginning of the school year, Sept. 10, 1891.....	\$ 432.19
Amount received from the State of N. J.....	1,441.75
Amount raised by special district taxes.....	380.00

\$2,303.94

PAID OUT

Teacher's salary.....	\$1,010.00
Janitor's salary.....	115.75
Coal and wood.....	75.00
Repairs to heater, stoves, etc.....	16.10
New desks, chairs for teachers, freight on same.....	33.07
Platforms for teachers' chairs and repairs to school house.....	12.21
Brooms, locks, glass, lamps, etc.....	9.11
Report cards and notices of school meeting, posters, etc.....	6.58
Ink, crayon, etc.....	2.50
Cleaning school house.....	7.00
Cleaning closets.....	6.00
Discount to Atlantic Highlands National Bank in anticipating taxes to be collected.....	3.66
To District Clerk for taking census, salary, stationery, postage.....	23.55
	\$1,320.53
Total amount of cash for the expenses of the year.....	\$2,303.94
Total paid out.....	1,320.53
Balance on hand.....	\$ 983.41
Estimated expense for balance of the year.....	775.00
Estimated balance on hand at close of school year.....	208.41
Estimated balance on hand for next year.....	208.00
Estimated amount to come from the State.....	1,650.00
Special school taxes called for.....	600.00

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Total amount for next year.....	\$2,358.00
Total paid out and balance estimated.....	1,320.53
To be paid for balance of this year.....	775.00

Would leave us balance to commence new year.....	\$2,095.53
	\$ 263.00

Respectfully submitted by
S. T. Champion, District Clerk,
R. A. Leonard
S. A. Foster, Trustees.

CHAPTER LVII.

MISCELLANEOUS EVENTS—1892

OPENING OF THE CENTRAL RAILROAD

The question of a water supply for Atlantic Highlands became a prominent matter early in the year. Mr. William B. Parsons, son-in-law of Mrs. Reed of Locust Point, submitted plans and offers for franchise of putting in the plant, for a private company made up largely of New York City capitalists. They guaranteed to have the system in operation for summer use. They offered to furnish the town with thirty-five hydrants, at \$40 each.

The matter came before the Board of Trade by special meeting, February 23rd, and was discussed; which resulted in a committee being appointed, consisting of Peter S. Conover, G. F. Bartleson, W. M. Roberts, Wm. T. Franklin and Charles A. Fort. This committee was to secure signers to a petition to the Borough Council, to call a special election for the citizens to vote for, or against, bonding the town. By this action it was desired to ascertain how the people stood on the matter of bonding the town, or letting a private company put in the system. The matter of sewerage was also proposed and considered.

Commissioner Conover moved that a consulting engineer be procured to pass upon the proposition of Mr. Parsons. The committee procured from the secretary of the State Board of Health the names of several reliable civil engineers, known to be experts in all matters pertaining to water and sewer systems for town supplies. From this number, they secured the services of Mr. C. P. Bassett, Civil Engineer, of Orange, N. J.

The subject of a town water supply furnished by a private company was forever laid aside at the May 7th meeting. How the water system was procured and established will appear later.

The spring election of borough officers resulted in the re-election of the previous officers, as follows:

Mayor—Thomas H. Leonard.

Council—Peter S. Conover, John H. Van Mater, William Letts, Percy Falkenburg.

Clerk—S. T. Champion.

Assessor—J. T. Stout.

Collector and Treasurer—N. H. Roberts.

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Commissioners of Appeal—M. L. Dolby, S. T. White, J. M. Quackenbush.

Judge of Election—W. F. Mount.

Inspectors—Lewis Sculthorp, Jonathan T. Pinckney.

Pound-Keeper—S. T. Bloodgood.

Appointments.

Solicitor—J. E. Foster.

Street Superintendent—Wilson Stryker.

Police—Wilson Stryker, John Oliver.

Street Sprinkling—John Reily.

Garbage—Silas Reeves.

Board of Health—E. C. Curtis, H. A. Hendrickson, S. T. Champion,

W. T. Franklin, J. H. Leonard, G. S. Fay, J. H. Van Mater,

Inspector—S. T. Champion.

Mayor Leonard's second annual message to the Council of the Borough of Atlantic Highlands:

Mayor's Office.

March 23rd, 1892.

To the Members of the Borough Council,

Gentlemen:

In accordance with the provisions of the law under which our town is incorporated and for the purpose of informing our taxpayers and residents in a general way, of the nature of our expenditures for Borough purposes, and for the purpose of recommending to your consideration certain matters which I regard as having a great influence in the proper development of our town, I herewith present my second annual message.

The taxable property in the Borough for the past year amounted to \$1,351,367.00 and our tax rate was (.03 1-3) three and one-third mills on the dollar. At the close of our last fiscal year the treasurer had a balance on hand of \$27.33; during the year just closed our receipts from hotel licenses were \$175, from peddlers, etc., \$342.50. We were able during the year to adjust with the Township Committee all question relating to back taxes, and in settlement received from the Township treasurer, \$672.13. The amount repaid us by the township for the general road tax collected in the Borough was \$711.69, while the amount received from the general Borough tax and sidewalk account was \$4,175.97, making our total receipts for the year ending March 8th, 1892, \$6,104.62. Our disbursements for roads, lighting, police, and other borough purposes amount to \$4,955.27, leaving a balance in the Borough treasury of \$1,149.35.

In all branches of our borough government it has been our aim to secure the best possible service at the least possible expense, and this is particularly true of our police force. Great care was taken in selecting and appointing suitable men as marshals and policemen, and we have been able, with the co-operation of our business men to have the business portion of the town patrolled every hour of the night and day. The streets of the town have been kept quiet and orderly, and the service generally approved by our residents. The disbursements in this department amounted to \$587.23.

The eighteen miles of streets within the Borough limits have presented the most difficult task the Borough government has had to contend with. Many of these streets at the beginning of the year were entirely undeveloped, and many others called for the expenditure of large sums of money in order to maintain them in proper condition. Shortly after our re-organization the plan was devised and adopted by the Council, whereby the residents in various part of our town, were enabled, by their own action, to secure equal recognition and attention

with all others in the matter of street making. Blanks were issued, in which the owners of property on a street agreed to construct the sidewalks, and requested the Council to place the road bed of such street to grade and in proper condition. When these blanks were properly signed they were filed with the Borough Clerk, and the work was done on the various streets in the order in which the applications were filed. The total amount expended during the year in the construction and maintaining of streets was \$2,087.43. I would recommend that this system of written applications for street improvement be continued in force, as it gives every section of our town an equal opportunity to secure a part of the amount expended for public purposes, and at the same time offers to enterprising property owners a special inducement to construct and maintain sidewalks in front of their respective properties.

The subject of street lighting has called for the greatest care and attention on the part of the Borough government, and in the absence of any offer from an electric lighting company which the interest of our citizens would justify the council in accepting, we felt constrained to continue the present system of kerosene lighting. We have had about 100 street lamps in use the year round, and have spent for this service \$796.19. I would recommend that the present system of lighting continued in force until a more modern system of lighting, on reasonable terms, can be secured, and that a competent man be employed, at a proper compensation, to keep the present lamps in the best order possible.

Various incidental matters have called for the expenditure of quite a large sum of money. The expense of printing, elections, etc., connected with the reorganization of the Borough, a safe, appropriations for the Board of Health, altogether required the sum of \$1,484.42.

The interest manifested in the large attendance at our recent school meeting, and the steps taken at that meeting, looking to the erection of a new school house east of the railroad, calls for the support of the Council, and our citizens generally, to the action of our school trustees in their efforts to enlarge the school facilities of the district.

I would strongly recommend that you urge the importance on our Board of Health of a strict enforcement of their ordinances, and that you furnish the Board with an appropriation sufficiently large to enable them to maintain the present excellent sanitary condition of the town.

The questions of a water supply and a sewer system continue to be agitated by our citizens, and I believe the Council should in the near future submit the question of bonding the town for this purpose to a vote of the people.

A water supply would offer special inducements to those contemplating a settlement in our town, in the increased protection it would afford from fire, and the convenience it would afford house holders.

There are various other matters calling for action on your part which will be brought to your attention at the proper time.

Respectfully submitted,
 THOMAS H. LEONARD,
 Mayor.

William F. Mount was selected as chief marshal, and was duly sworn in.

On April 20th, Commissioner Conover, chairman of the street committee, reported the new road machine had done very satisfactory work on Bay, South and Highland Avenues.

Engineer Cooper completed his work of grading, mapping and furnishing a book of grades and bench marks for all borough streets, on May 4, 1892.

The necessity of a Baptist Sabbath School, to be located in the town east of the railroad, became apparent, (1892). The matter was agitated by the most progressive of that locality, and it resulted in a meeting at the house of Thomas H. Leonard. The pastor, Edward Loux, Mrs. Mary E. Allen, Thomas H. Leonard and Mrs. Thomas H. Leonard were present.

The next meeting was held at the house of Egbert F. Lufburrow, at which time a petition was prepared and given to the clerk of the Atlantic Highlands Baptist Church, signed by the following persons, members of said church, living on the east side of the town:

Mary E. Allen	Thomas H. Leonard	William Roberts
Egbert F. Lufburrow	Maria R. Leonard	Addie Roberts
Mary H. Lufburrow	and others.	

The petition read as follows:

"We the undersigned request the church to consider the advisability of establishing a Sabbath School east of the railroad. We feel the Lord's cause and the Baptist interest call for this. To that end, we would ask that a committee be appointed by the church, to investigate and report to the church the result, at a meeting appointed to consider the matter."

The church took prompt action in the matter and appointed a committee with power to organize a Sunday School. They met at the house of Thomas H. Leonard, and, by reason of the impossibility of Mr. and Mrs. William M. Roberts being there, the committee adjourned to their house. This was the 27th day of February, 1892. All were present but the pastor, Rev. Edward Loux, and Peter S. Conover.

After considering our needs, we organized the meeting by selecting, for chairman, Thomas H. Leonard; secretary, Mary E. Allen. The appointment of Sunday School officers was as follows:

Superintendent—Thomas H. Leonard
 Assistant Superintendent—William M. Roberts
 Secretary—Charles R. Snyder
 Organist—Evelyn R. Snyder
 Treasurer—Egbert F. Lufburrow

In the absence of a Sunday school library, the librarians were not appointed at this meeting, but at a subsequent meeting Mary Ella Roberts and Clara Leonard were appointed.

A committee for collecting funds for purchasing a library and supplies was appointed at the first meeting, as follows: Thomas H. Leonard, William M. Roberts and E. F. Lufburrow, to report at a second meeting, which was to be held March 1st at the same place. The collection amounted to \$51.25. The committee had also procured supplies amounting to \$36.24, and from that time until the present writing, 1897, the school has never lacked financial support.

The Sunday school was presented with a very necessary article of furniture, which consisted of a library case. Mr. D. Jones Roberts furnished the material and Frederick Linden the workmanship. The case still remains in use at the present time.

The Sunday school was started March 6th, fully equipped with officers, teachers and supplies, and with good attendance. The school made satisfactory advancements from that time until the organization of the church the following year, 1893.

The friends of the school did not feel very secure in their quarters, for in case of fire, or other reasons, they would be compelled to leave the Temple. With this in mind, and with the firm conviction that the Baptist cause had a definite and distinct future in that part of the town, efforts were made to secure property of their own. There were two lots on Mount Avenue, facing Second Avenue, that were offered for \$1,500. The people were satisfied that the lots were in a good location for a school home, if for no other purpose; and the low price seemed to guarantee the purchase. On August 5th of this year, Mrs. Mary E. Allen and Mr. Thomas H. Leonard canvassed the east side of the town, soliciting subscriptions, that resulted in the purchase of the lots.

There had long been an agitation among the property owners of Atlantic Highlands, caused by rumors that the Central Railroad was soon to change their terminus from Sandy Hook to this place; and it was a great satisfaction to all the friends of the borough when it became a fact that such would be the case. The right-of-way was procured through the influence of Dr. E. C. Curtis and Mr. Edward Hooper, along the bay shore, from Atlantic Highlands to Highlands of Navesink, and arrangements were made with the Freeholders that they should make a bridge jointly for railroad and other travel, from Highlands to the beach, to connect with the Sandy Hook route at Highland Beach.

Running contemporary with the question of water and sewer, was the lighting of the town. For several years past, gentlemen engaged in that line of business had made offers

to the town. The first was Stout's Storage Battery Company, that for a time was located on First Avenue, corner of Washington. They asked for a franchise, covering electric light, heat and power, in all streets of the town.

Another offer was received from the National Electric Manufacturing and Constructing Company, asking for franchise for lighting streets; and, again, from the Atlantic Highlands steam mill, which would furnish the current, and the town do the rest. The two last companies applied April 6, 1892.

At a meeting held May 18, a petition was presented by Mr. Pendegust, representing the New York and New Jersey Globe Gas Light Company, offering to put up forty lamps, furnishing light and a man to take care of them, at the rate of \$16.50 each, per year; the lamps to be placed on First Avenue, Center Avenue, Bay View Avenue, and one in front of each church in town.

This offer was accepted by the Mayor and Council and continued with satisfactory results until 1896, when the gas lights were replaced by electric lights.

At a meeting held June 15th, the street committee reported the purchase of an Erreckson hot-air pump, at a cost of \$213.75. It was put up on Railroad Avenue, and connected with the old historic Brown's Spring, by the big willows. This proved to be a great convenience for filling the water cart, which labor had heretofore been done by hands.

The following was taken from the local "Press," pertaining to the railroad operations:

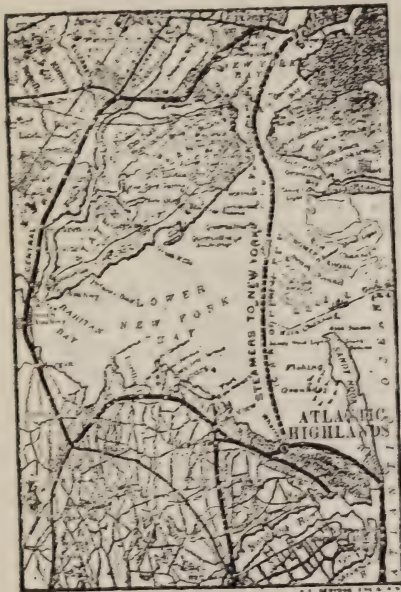
THE WORK ON THE RAILROAD TERMINUS RAPIDLY
PROGRESSING.

"The operations on the new railroad terminus and the new route by the way of Highland Beach, then along the Jersey coast, has excited no little interest, and a review of the operations will be, no doubt, appreciated by our readers. There were many months of suspense among residents as to whether the terminus would be Atlantic Highlands. Some were anxious and some were fearful, and very little information could be ascertained as to the movements of the railroad company.

"In due time, however, several large carloads of pile-driving machinery arrived and a few days later three or four water pile-drivers were seen approaching our bay. Then it was, that our people began to be somewhat relieved in mind as to the place of the terminus.

At this juncture very little right-of-way along the bay front had been secured. The railroad officials and the

property owners could not see the values in the same light and several times it looked as though there would be much difficulty in making satisfactory arrangements with the property owners along the bay front. It has been strongly argued that the new railroad line would ruin the bay front,



Map of C. R. R. of N. J.
days and moonlight nights permit.

while others think it will be of little, if any, disadvantage, and it is the impression of many that it has cost the railroad company pretty dearly for the right-of-way.

"The long steamboat pier was commenced the latter part of October and for a long time the work seemed to go very slowly. The cold weather in December also hindered the work on the pier to a great extent. At one time the pile drivers were disabled by being wrecked by the severe storm. Since then thousands of piles have been brought here and the work has progressed rapidly. Piles have been driven Sun-

when the weather would permit.

"While there have been a few minor accidents the Pile Driving Company can congratulate themselves that no serious accident has thus far occurred. Many of the men have had cold baths, but so far as we have been able to ascertain, with no serious results. At the end of this week the piles for the long pier will all have been driven. For several weeks workmen have been engaged in preparing the piles for the reception of the railroad track, and in two week's time the ties and rails will be laid so that trains can be run out into the bay over fourteen hundred feet, something that has never been seen before in the history of our town.

"Still the pile drivers are not through with their work. The 'Y' or 'L,' as it is familiarly known, has yet to be made. A track will be run in front of the Hotel Avon and intersect with the bay front road, and a track will also be run from near Champion's bathing pavilion across the old pier

to the boat landing. Two months remain, however, and with the good weather we may expect during the spring, the work will undoubtedly be completed in due season for next summer's travel.

"Simultaneous with the commencement of building the pier, large gangs of workmen began filling in across the meadows. This work, like the work on the pier, was not pushed till after the holidays. Gangs of men were also working on the lower end of the route near Seaside and were working toward Navesink Park.

"The Borough Council gave the railroad company permission to run their trains temporarily across First Avenue. The franchise is only till April 1st, 1893, after which the 'Y' in front of Mr. Rayfield's will be completed.

"The first engine to cross First Avenue was Engine No. 511, on Monday, January 25, 1893. Engineer Thompson had hold of the throttle and Jeff Graves, fireman, looked after the steam, and 'Chic' Skillman applied the brakes. Principal Edgar H. Cook, John Mount, Gus Carhart, L. D. Brush and Peter Y. Everett, the venerable newspaper man, were also aboard the train. Another incident which interested many was the transporting of a small locomotive from here to Seaside. The plan, although not very rapid, was a novel one. The rails of the main line had at that time been laid only as far as Dr. E. C. Curtis's residence; from there a section of rails was laid down and the little engine was run over the section of track. Then the track was taken up and relaid and thus it was that a locomotive was transferred from Atlantic Highlands to Seaside, a distance of three miles. The object of this was to have a locomotive pull the gravel train at that point and this was the only way to accomplish the purpose.

"For three weeks large quantities of slag have been brought here from Pennsylvania, to make the road bed along the bay shore. As many as two hundred cars have arrived daily and it is wonderful to see the rapidity with which the work is progressing. The slag is used in filling in. Then there is another force of men to level up the track and lay the rails. Lastly, but the most important part of the work, is the protection of the road bed. The company has a good idea of building a railroad. A great many car loads of large boulders have arrived this week. They weigh many tons apiece. They form a bulwark that will take many a hard storm to affect. The cost of erecting the road in this manner will be many thousands—hundred thousands—of dollars, and likely millions.

"Several buildings along the route, have, of a necessity, to be removed. The Curtis bathing pavilion has to be moved out one hundred feet, also the Champion bathing pavilion goes out the same distance, and Mr. Champion extends his pier out two hundred feet. The trains on this end of the line are now able to run down within one-half mile of the Navesink Park pier.

"It is authoritatively stated that a steam shovel is to be put in operation early next week. There is a large excavation to be made a little beyond the Navesink Park pier, and with the aid of the steam shovel, it is said a car can be filled with one shovelful. It is expected that the work will move marvellously along during the week that follows."

The following are additional local happenings, showing the progress of the town during the year, 1892:

Messrs. W. D. Stout & Co., successors to S. T. White, opened their extensive stock for business in January of this year. The new firm was composed of young, energetic men, who were well qualified to conduct the grocery business.

The Observatory Land and Improvement Company of Atlantic Highlands sent out an interesting prospectus in the "Press" of February 6th.

March 14, the first landing made by any boat at the new railroad pier, was that of the schooner "L. S. Pollard."

In March, Mr. C. T. Leonard began to erect a three-story building—store and dwelling house combined—at Leonard Avenue Station.

On March 11th, the Township Committee met to organize at Middletown. John J. Leonard was chosen chairman of the new board.

In its March 19th number, the "Press" announced that the Atlantic Highlands post office was soon to become a money order office; which change was due to the large increase in business. Postmaster Leonard was a very efficient officer, and the patrons were well pleased with his management of affairs.

On May 30th, the Pavonia Yacht Club opened their clubhouse for their first summer season.

In April of this year, a council of the Royal Arcanum was formed at Atlantic Highlands. Those at the head of the organization of the council were Dr. H. A. Hendrickson, George Brannin and John E. Foster.

In April, S. T. White purchased the stock in trade of E. F. Lufburrow in his boot and shoe business. He took possession June 1st.

On December 19, 1890, a few persons of the Presbyterian faith, ten in number, met in Mr. S. T. White's Hall

and organized what is now known as the First Presbyterian Church of Atlantic Highlands. Mr. White's Hall was used as a place of worship. During the summer of 1891, it was found that more commodious quarters were needed, and the W. C. T. U. Temple was rented.

The society seriously considered the advisability of erecting a house of worship and solicited financial aid for that purpose. Its efforts were highly successful, and in June, 1891, they purchased two lots on the corner of Highland and Third Avenues, for the sum of fifteen hundred dollars. Since that time, it secured a sufficient amount to erect a church, which would cost about two thousand dollars.

The corner stone was laid, with appropriate ceremonies, on May 3, 1892. Dr. A. H. Dashiell, Missionary of the Presbytery of Monmouth; Rev. Mr. Smith of Freehold, Dr. Knype of Oceanic, Rev. B. S. Everett of Jamesburg, Rev. Mr. Symmes of Tennett, Rev. Mr. Harbange of Red Bank, Rev. George Swayne of Allentown, Rev. Charles Everett of Englishtown, Rev. T. Wilson of Shrewsbury, Rev. W. C. Alexander of Matawan, and Rev. Mr. Bowsall of Keyport, participated in the services.

The following is a detailed account of the church organization and of other circumstances connected with it, and continuance, up to the pastorate of Rev. William McNair, as appeared in the illustrated edition of the "Press":

THE PRESBYTERIAN CHURCH.

"This church was organized in the latter part of 1890. During that year, Messrs. J. M. Quackenbush, E. H. Cook, Caleb Patterson, Mrs. Lizzie Whittingham and several others, desiring a church home of their own denomination, had applied to the Presbytery of Monmouth for a church organization. The Presbytery at its fall meeting appointed Rev. A. H. Dashiell, D. D., of Lakewood, and Rev. Henry G. Smith of Freehold as presbyterial committee to organize such a church 'if the way should be opened.'

"The 19th of December, the birthday of the church, is celebrated each year by a business and social gathering of the congregation. On this date, 1890, the above named committee of the Presbytery met and organized the church. Those who joined the organization at this time are as follows: Mr. and Mrs. E. H. Cook, Mrs. Lizzie Whittingham and daughter, Mr. and Mrs. Amzi Quackenbush, Mrs. Sarah E. Van Pelt, Mr. and Mrs. Caleb N. Patterson and daughters, and S. T. White. Later, J. M. Quackenbush with four other members of his family united, their latters not having arrived at the organization.

manse fund of \$216.43 to its credit. It has been the pride of its trustees and people to close each year with every bill paid, or to provide for such at a moment's notice. Its active Ladies' Aid and Christian Endeavor societies have always been ready to meet any emergency. Its active church membership has increased to 77. The present pastor, Wilmer McNair, was installed May 8, 1894."

In May, Mr. V. H. Havens moved into his own new store building at the corner of First and Highland Avenues.

During the same month, Mr. William J. Leonard purchased the "Monmouth Press" in his own right. The office was located, as at present, on Mount Avenue, opposite the station.

The summer branch of the Western Union Telegraph was placed under the care of Miss Emma Savidge, who transacted the business with the public to their entire satisfaction. The office was located in the Mayor's office.

"The first board of trustees consisted of Messrs. E. H. Cook, S. T. White, George F. Bartleson, C. N. Patterson, J. M. Quackenbush, Asa Dilts and John Perrine. The only change in this board is Mr. J. M. Demarest in place of S. T. White. The congregation thus organized worshiped in White's Hall until the latter part of January, 1891, when the W. C. T. U. Temple was secured for that purpose. They depended upon students in the seminary for supplies from week to week, until April, 1891, when the services of Mr. W. A. Price, a theological student from Princeton Seminary, were secured, who filled the place of pastor during his vacation. In the same month a committee of the trustees purchased the two lots on which the chapel now stands, corner of Third and Highland Avenues. The purchase of these and the subsequent building were largely made possible by the generosity of Mr. and Mrs. Charles L. Duvale of Navesink Highlands. The building was completed and dedicated on July 24th, 1892. It is a neat and attractive chapel building. Though designed for a Sunday school room and lecture hall, it is an acceptable substitute for a church building, until the future growth and nature of the town shall be sufficiently established to warrant the erection of a suitable building. During the spring and summer of 1892, while the chapel was in process of erection, the congregation secured the regular services of student F. F. Blessing. It is due to his energy and tact that the building was so completely furnished as it is. Mr. Duvale added to his previous generosity by presenting the church with one of Mason & Hamlin's best organs and a fine-toned bell.

"The church was dedicated free of all debt and a

A company of enterprising business men introduced to the public a new venture in journalism, the "Atlantic Highlands Journal." The first paper was published on May 25, 1892; Mr. A. F. Flumerfelt, manager. He had previously been connected with the "Monmouth Press."

THE NEW YORK WORLD PUBLISHES A TWO-COLUMN ARTICLE
WITH ILLUSTRATIONS OF THE LONG PIER.

MAY 8, 1892

"Down at Atlantic Highlands, where Old Neptune in his angry mood vents his wrath by throwing great breakers against the picturesque New Jersey shore, the Central Railroad of New Jersey is spending a large fortune in perfecting the finest deep-water terminal in the State.

"Last year the Federal Government decided that it would reclaim the long Sandy Hook bar and transform it into a practice station for heavy guns. Up to that time the Central Railroad, in connection with the New Jersey Southern Railroad, occupied enough of Sandy Hook for a terminal at the "Horse Shoe" and right of way for tracks through its center for over four miles until the bridge was crossed to the main land. The company has occupied the Hook for several years and the mandate of the Government has forced a change.

"In order that the railroad company might continue its water and rail route in the summer season to the Southern New Jersey coast resorts, it was necessary to locate its tracks elsewhere in the vicinity. The only available spot was Atlantic Highlands, because the deep water in the Sandy Hook bay made it possible for the big steamboats to land safely. The property owners at Atlantic Highlands and other public spirited citizens who appreciated the benefit to be derived from having the railroad company establish its terminal there, assisted materially in aiding the company to secure the necessary land on which to begin operations, and now the most magnificent piers built, in recent time, are nearing completion and soon will be ready for the flood of summer travel.

"The topography of the land at Atlantic Highlands is of such a nature that the improvements begun could be completed successfully only after a very heavy expenditure. It was at first thought feasible to build the road through the valley back of Atlantic Highlands, but if that plan had been carried out it would have deprived Highland Beach, Navesink Beach, Normandy and Rumson Beach, all facing the ocean and on the old Sandy Hook route, of railroad facilities; so it was determined to secure the right of way for a distance of four miles along the base of the Highlands, across the Shrewsbury River on a draw-bridge, and continue on as before, taking in all the established stations. Many of the property owners conceded the required territory to the railroad people.

"Some of it was found necessary to condemn and more of it has been not fully settled yet. Last Tuesday a struck jury from Monmouth County went down to the place to settle all disputes, and it is said their decision will conclude all differences pending. Injunctions to restrain the railroad company from continuing its work were secured by Messrs. Duval, Kay and Cornwall, who have given the enterprise more trouble than all others concerned.

"The spot where the improvements are in progress is on almost a direct line with the old Sandy Hook station and is three miles from it. It will make but little difference to the railroad company, and when the advantages to be gained in the way of more room, finer facilities for

handling the large summer business and the additional traffic secured from Atlantic Highlands and the immediate vicinity are considered, the change will prove beneficial, notwithstanding the expense, which will be little short of \$1,000,000 when all is completed.

"Several contracts were awarded to do the work, which includes dock building, driving piles, dredging and blasting. Messrs Cofrode & Saylor, proprietors of the Philadelphia Bridge Works, have done the pile driving and are now finishing the long pier. All the pier work is in the hands of these contractors, and in addition to that they have built the new drawbridge across the Shrewsbury River. F. A. Bowen is the superintendent for the firm and has been on the ground since work was begun last November. Mr. Bowen superintended the construction of the Long Island Railroad terminal at Oyster Bay, N. Y., which was built in connection with the Eastern States line. The dredging was done by Burke Bros. The automatic switches and signals are in charge of the Union Switch and Signal Company, of Swissvale, Pa. The plans, specifications, etc., were done by the railroad company's engineer corps, under the direction of Chief Engineer J. H. Thompson. S. H. Kupp is the engineer in charge of the company's portion of the construction work.

"The first object that attracts the eyes of a visitor to Atlantic Highlands at the present time is a small army of men moving about the pier, the two "Y", and the approach to the terminal from the old station, which is the terminus under present conditions of the Atlantic Highlands branch from Matawan. The puffing of engines attached to the construction trains is heard from morning until evening. The quiet village on the forest-clad bluff overlooking Sandy Hook and the ocean never before in its history saw such genuine activity as is going on there now. It has inspired the permanent residents with a desire to bestir themselves, and everybody seems to have fallen into the spirit of the enterprise and taken as much interest in what is going on as the railroad officials themselves. The town has taken a wonderful boom, and within the village limits those who own green acres and plots of smaller dimensions are blessing the Government for establishing a gun-practice station at Sandy Hook. In some parts of the town lots that sold for \$200 might be bought now for \$400, but sometimes more is asked. Directly on the rise of the bluff is the exclusive private summer cottage section. No one short of a coal baron or life insurance President could look seriously at some of the pretty plots that command an uninterrupted view of the river and ocean. Instead of having an occasional boat in summer, the place will now have, it is said, boats at half-hour intervals. All the towns as far as Red Bank can send their train loads of passengers via Atlantic Highlands instead of by the all-rail route, and no one doubts but a large percentage of business men will choose this course, with the pleasure of a cool ride, by boat up the bay thrown in, during the morning, and the same on the return at evening.

"The New Jersey Southern trains will transfer their passengers at the Highlands. In an interview, Proprietor Morton, of the Grand View Hotel, which is the largest hotel at Atlantic Highlands, said that the conveniences now being established are attracting attention, and he has already booked a great many guests for the season who want to get rooms early to avoid being crowded out altogether when the rush begins. The smaller hotels and boarding-houses report the same bright outlook. Supt. Bowen explained the manner in which the terminal work is being conducted.

"It was in November last when the force of men was first put on. The dredging and pile driving were conducted while the grading and filling in was started from the shore. Six pile drivers have been work-

366 FROM INDIAN TRAIL TO ELECTRIC RAIL

ing up to very recently and as all the piles are driven, excepting those on which the north end of the "Y" will be built, some of them have been withdrawn. These pile drivers averaged 200 piles a day. There are 7,000 piles in the entire work. All the supports under the pier flooring have been creosoted to prevent rot from dampness. The pier itself is the longest in the country with the exception of one in one of the cities on the great lakes. Its length is 2,400 feet, and width for the first 200 feet from the end, 270 feet. It decreases gradually in width until it reaches the shore. A one-story shed will cover the front end and extend back 200 feet. This will be used for waiting rooms, baggage rooms and ticket offices. At the upper end, where the boats will land, two spaces have been left about twenty-five feet apart. Bridges, something after the style used in ferry slips, will be built in them and can be raised and lowered with the tide to allow passengers to land from the boats. In addition to that a series of portable steps will be kept on the pier which will be run up close to the string piece for the convenience of passengers landing from the upper decks.

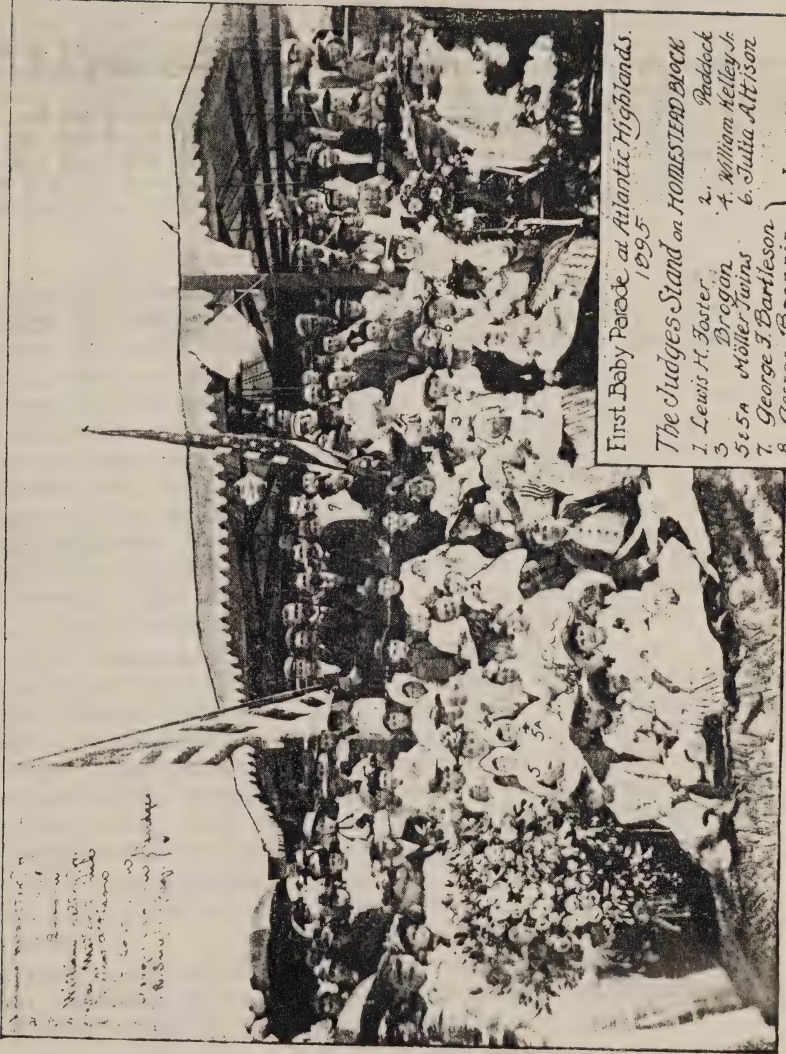
"The pier will contain ten tracks with covered platforms sixteen feet wide between them. These tracks lead down to where the "Y" branches off to the left. A signal tower there controls them. This tower is built on the north side of the pier. It is a two-story structure. The upper story contains twenty-eight levers, which control ten signals and fifteen switches, the longest of these being 1,300 feet distant from the signal house. It will make no difference how great the traffic over the tracks, all trains can be readily controlled by the signalman in the tower. The pier beyond where the "Y" branches to the left, is on a straight line with the Atlantic Highlands station. The land has been graded so that a train can run direct from the head end of the pier on to the Atlantic Highlands branch without any inconvenience to passengers. When a train is despatched on the New Jersey Southern division it is shifted from any one of the ten tracks to the left turn of the "Y", which is double tracked. The end of the "Y" running to the right enables trains to run continuously from the New Jersey Southern's main tracks around on the Atlantic Highlands branch without change. In building the right turn of the "Y" it was found that the old Avon Hotel came directly in the way. The company purchased the hotel, and it will be demolished. Particular care has been taken to preserve the wood on the pier and on the "Y". Every tie on which the tracks are laid have been creosoted with the exception of those on the curves, where it was necessary to place ties that had not been subjected to the preparation, which is said to soften the wood somewhat and the spikes do not take so strong a hold. In the construction of this work it has taken 300,000 feet of Georgia pine. To prevent accidents happening through a train coming in too fast the company has adopted the use of the Ellis patent bumper. One of these will be placed at the end of each track.

"When soundings were taken for the location of the terminal it was found that a small ledge of rock came directly in the way of the boats and it was necessary to remove it. A diver was employed for two weeks and by the use of dynamite the obstruction was removed. The boats draw a little over eleven feet of water and will be able to land at the end of the pier without difficulty even when the tide is lowest.

"The first station will be called Bay View Station. It is beyond the shore end of the pier and will be more for the accommodation of the patrons of Curtis's bathing pavilion than anything else. Probably the most wonderful feature of the improvements is the new line extending from the pier to the drawbridge, opposite Highland Beach. Without this little four-mile road the improvements would not count for any-



See page 442



1. William H. Foster
 2. William H. Foster
 3. William H. Foster
 4. William H. Foster
 5. William H. Foster
 6. William H. Foster
 7. William H. Foster
 8. William H. Foster
 9. William H. Foster

First Baby Parade at Atlantic Highlands.
 1895

The Judges Stand on HOMESTEAD BLOCK

- | | |
|------------------------|-----------------------|
| 1. Lewis H. Foster | 2. Padlock |
| 3. Dragon | 4. William Kelley Jr. |
| 5. 5A Miller Twins | 6. Julia Atkinson |
| 7. George J. Bartleson | JUDGES. |
| 8. George Brannin | |
| 9. Charles R. Snyder | |

thing, as by any other plan than the one adopted four stations north of Seabright would have been left without railroad communication. Had it not been for that a more feasible route could have been selected back of the Highlands. As it is, it was necessary to construct a roadbed along at the foot of the Highlands in the water. When the work was begun three construction trains were commissioned to haul rock, sand and slag for this line. A large force of men were put on the job with derricks to assist them. The material to a great extent came from Scranton, Pa. The road is virtually a stone wall wide enough to permit the laying of double tracks. The rock that form the outside of the wall weigh several tons each, and the prediction of some of the old residents of the Highlands that a storm will come along some day and wash the entire roadbed away does not seem to have any justification to back it up. The drawbridge connecting the mainland with Highland Beach is 1,700 feet long with a draw 200 feet long, leaving intervals of 100 feet at either side when it is turned for vessels to pass through."

A NEW BRIDGE DRAW.

The old draw on the Highlands bridge was torn down on April 25, 1892, and the railroad company at once began building the new draw. The railroad bridge has been built across the river diagonally, crossing the wagon bridge near the Middletown side and the draw will be a little east of the old draw. The channel has shifted a little and the draw was changed accordingly. The railroad will build a bulkhead, and will fill in the river between the old wagon bridge and the railroad bridge. They will build the Highlands bridge on the land thus made. Work is being pushed and the railroad expects to run trains across the bridge next week. The new draw has openings of one hundred feet. The openings of the old draw were eighty feet.

The railroad built a new wooden wagon bridge from the Middletown side to the place where the railroad and wagon bridge diverge. This will leave the county only about four hundred feet of bridge to build in order to have an entire new bridge all the way across the river. The new part of the wagon bridge has two wagon tracks, each nine feet wide. It is expected that the county will rebuild the old part of the bridge within a year or so.

Our communication with the city had, in all these years, been a source of great anxiety to us, and also a great expense.

In the establishment of the water and land routes from our town, it had cost many thousands of dollars, beyond what could be conveniently spared.

The town's existence and growth was now, not a possibility, but a fact. It had put on an air of permanency that could not be questioned—though many times the wise ones had prophesied a failure. Now, capitalists and railroad officials were not afraid to place their money here.

The first accomodation offered us by the Central Railroad Company was their running boats, in 1882, across from Sandy Hook, while making their trips to and from New York City, to accomodate their terminal at that place. Our accomodations in this manner were increased from season to season, until Sandy Hook was abandoned by order of the Government; at which time, the railroad was compelled to secure another terminal. The railroad facilities (of which much has already been mentioned) kept pace with the water route in conveniencing Atlantic Highlands, both for passengers and freight.

This brings us to the winter of 1891-92, at which time work was commenced for the construction of the railroad terminal at this place, which progressed with astonishing rapidity, being favored with an open winter, and also by the selection of Mr. Bowen, the contractor.

It did not seem possible the work could be accomplished in time for the season's traffic. The work included the building of the pier, the construction of the road along the north side of the Highlands, consisting of two tracks, with their connecting "Y's", with the pier; also, with the shore end. They also built, at the same time, a branch running out beyond Navesink. The shore track was secured by a battered wall of heavy stone or slag. Arrangements were made with the Freeholders of the county, whereby the same draw in the Highland bridge was used for both—the railroad rebuilding the same, and maintaining and operating it at their expense.

Decoration Day, May 30, 1892, was selected for the grand opening of the road. The Board of Trade decided to make it a memorable occasion, and about \$2,500 was collected by its committees to carry out their plans. Invitations were sent out to all the state and county dignitaries, railroad officials, and to many others who honored us with their presence. The conception and completion of the entertainment was carried out in a faultless manner, regardless of expense. The excursion trains, coming in from the west, and the palatial steamers, brought hundreds of delighted people, to enjoy the day's festivities.

The first event of the day was a carriage drive, followed by a parade of the different organizations, both local and invited. The procession was cheered by the national airs, furnished by several bands from the county, including our own local band.

After the drive, a large number repaired to the Grand View Hotel, where a sumptuous dinner was provided by Messrs. Morton and Obermeier, proprietors. The menu

was of that character and extent, that it required two hours to exhaust it—being encouraged by the enlivening music of the bands. Tables were spread also in the Tabernacle, to accommodate the vast assemblage.

We will insert the report as given by the "Monmouth Press," containing the after-dinner speeches by the President of the Board of Trade, James H. Leonard, and others.

OUR HISTORIC FESTIVAL

Nature Smiles—The People Attend in Crowds. A Complete Success.

Speeches by the President of the Board of Trade, the Mayor, Dr. Curtis, Hon. Henry S. White, Hon. Henry S. Little and others.

"Early on Monday last, the various committees of the Board of Trade and citizens were at work completing the preparations for their celebration, under smiling skies which seemed to increase the popular conviction of divine approval of the occasion. The reception committee divided into three parts, and respectively met the guests at New York, Matawan and Red Bank, and the intermediate points. Great delegations came from everywhere, notwithstanding the other demands peculiar to the day.

"Soon after eight o'clock the crowds gathered on First, Bay View and Center Avenues. A parade of the councils of the Order of American Mechanics formed at the depot when the 10 o'clock train arrived, with plenty of good music. There participated in this the Portland council of this town, the Ashland of Seabright, the Bayside of Belford, and the Onward council of Red Bank of the junior order, and Monmouth of Belford, of the senior order. The throngs enjoyed the music and display, which helped to pass the time pleasantly until the arrival of the 11:30 train from the New York boat with its additional company. The stages and conveyances in charge of Mr. J. T. Stout were then filled with invited guests, and the immense parade of horsemen, footmen and carriages formed and passed triumphally over the line of march. A brigade of Italians that aided in constructing the new railroad joined in the parade, so that the orders of American Mechanics deemed they could not participate in the general parade, much to the disappointment of their friends and admirers, including many of the pretty girls that lined the sidewalks and filled the piazzas everywhere, as well as to the great regret of those parading. The stores and houses along the line of

march bore ample testimony to the artistic genius and decorative zeal of the people. The procession finally halted at the grand stand near the Grand View Hotel, where Hon. Robert Emery, Dr. Curtis, Mayor Thomas H. Leonard and others addressed the multitude.

"The Banner Presentation to the Clinton B. Fisk Post, G. A. R., was here made by the Mayor. The multitude cheered the handsome flag enthusiastically, and Wm. M. Foster, post-commander, responded with brief but hearty acknowledgement of the gift. Then Rev. E. C. Curtis presented a bible to the post, which was responded to in behalf of the members by Mr. Robert Emery with appropriate remarks. The procession then took up the line of march to the tabernacle, where E. Cooper Swan and others had spread a sumptuous collation for all. The vast crowd were seated without the least confusion and music was discoursed by the band, while knives and forks played a contented accompaniment.

"The reception committee and the railroad, county and state officials, press representatives and others found a banquet to satisfy both body and soul at the Grand View Hotel, where Messrs. Morton and Obermeier had done all that was possible to delight fastidious guests.

"The banquet was a series of delicious courses, skillfully served while the musicians played, now dreamy, and, anon, inspiring airs. The compliments lavished upon the caterers were numerous and gratifying.

"After the guests had enjoyed the bounties of the banquet, came the after-dinner speeches. Hon. James H. Leonard, President of the Board of Trade, arose and welcomed the railroad officials to Atlantic Highlands in a neat address, of which we quote a portion:

" 'Officers and representatives of the Central Railroad of New Jersey. In behalf of the Board of Trade and citizens of Atlantic Highlands, I welcome you to this banquet, on the occasion of the opening of the new railroad and steamboat route. Many changes have occurred here within a few years. For two hundred and sixty years the only communication we had with the outside world was by sail vessels.

" 'According to the souvenir before us the commander of the first was Henry Hudson, and our fellow-townsmen, Capt. J. H. Skidmore, was the last. The farmers seeing the need of a steam vessel for the transportation of their produce to New York City, a few formed themselves into a company and in the year 1878, built a wharf, purchased a small steamer, and on the first day of May, 1879, com-

menced to make trips between this place and New York City. There was much farm produce to carry to the city, but the down freights were light and passengers few. On the return trip, May 2nd, only four passengers took passage and although they were charged only twenty-five cents each and received nearly two hours and a half of sailing, they did not seem satisfied. The only freight on that trip was brought by A. C. Watrous of Chapel Hill, and the records show us that the freight bill amounted to the sum of two dollars and two cents. The trade increased in every way so that the wharf was lengthened and a larger steamer purchased. But it was soon found that it was impossible for one steamer to make both freight and passenger trips and give satisfaction to all. In 1881, an association was formed by the name of 'The Atlantic Highlands Association.' They purchased about 350 acres of the surrounding lands and also the wharf, which they lengthened, and arrangements were made with the Central Railroad of New Jersey to run their steamers here in connection with the Sandy Hook Route. That insured the success of the town. At this time we have a borough government and a large resident population.

"About 1,000 acres of the surrounding country has been surveyed out into lots and plots and a large proportion covered with cottages. We appreciate the great work you have accomplished and when the question of celebrating the event was spoken of, the citizens all with one consent said, 'Let us celebrate.'

"Applause frequently interrupted the speaker, who finished by calling upon the Mayor of our borough to welcome the railroad magnates and other invited guests.

THE MAYOR'S ADDRESS

"We have the honor today of offering the hand of welcome to the representatives of one of the greatest civilizing and progressive, motive and moving powers on earth, centralizing within its folds more force, capital, intelligence and possibilities than all the combined schemes of the human mind. Blot out the railroads of today, and we would be submerged in all the barbarous realities of the dark ages.

"We also extend our hand of welcome to the representatives of the press. The influence of the Editor's desk, and his staff of correspondents and reporters, is as far-reaching as the sunlight. Delving in the bowels of the earth; joining hands from pole to pole, they traverse the globe. With Kane, they search among the Eternal Zeros of

the North. With Stanley, they brave the fevers of the jungle. They stand in the fore point of the battle and with the peace makers of the earth, they may be found, smoking the pipe of peace. But for the total failure of the railroads to make connections with our sister planets we might, through the enterprise of the press, in our morning gowns sit and read the nine o'clock editions of the Jupiter Tribune and the latest extra from Mars, at our breakfast tables.

"To the clergyman, the lawyer and the agriculturist and others we extend our hand, thanking you for giving us your presence. The clergy are the salt of the earth, the element of creation uniting the material and spiritual.

"The law is the sword in business life, dividing with its double edge between the joints and the marrow, searching out the ways of justice, giving us wise counsel, actuated by the highest motives.

"To the agriculturist we, as a town, are much indebted. It was he that gave it the first throb of existence. The crack of his whip sounded like music in the ears of transportation company, as he brought the products of his lands to the town for transportation to the city. His purse was always open to advance the new enterprises of the day, and later on, when the spiritual developments needed quickening, his hallelujahs and amens were as sweet incense in the spiritual camp.

"The growth of our town has been wonderful, reminding us of some western city. Twelve short years ago, it commenced its development on October 25, 1879, that first fiscal year ending with about \$100,000 assessment. Today \$3,000,000 is a fair assessment for the property, about us and for our use.

"I would congratulate the town for the benefits it must secure from having the East Jersey terminal of the Central Railroad within its borders. I also congratulate the Central Railroad for the wisdom it has displayed in locating here.

"The first hand of welcome was extended to the Central Railroad of New Jersey, in the person of Mr. Henry Stafford Little and Mr. Anthony Reckless, now deceased. It came about in this way—the citizens formed themselves into a body for the town's better developments. It was desired among other improvements to have a railroad communication with the outside world. To that end there was a meeting called at Foster's Pavilion, kept by our worthy townsman, Gov. Foster. In this informal organization could have been found the Wilsons, Snyders, Bownes, Nobles,

Lakes, Champions, Hoppings, McClees, Woodward, Johnsons, Leonards and others.

" 'We thought ourselves wiser than the railroad men, and planned to invite them down, and give them a 'point.' We thought we would ask them to a big dinner, and while under the influence of fresh products from the briny deep, and while fanned and stimulated by the ocean breezes, we would ask them to build us a railroad. Well, we remember the supreme moment as Mr. Henry Stafford Little arose to his feet. Moments seemed like hours as he slowly and quietly unfolded himself and rose to an erect position. He posed a moment, with all the grace of a Chesterfield, his countenance beaming with that mellow light that reflects only from a guiltless soul. He looked over us as a good shepherd looks over his peaceful flock and said, 'If you want a railroad, do as I and Anthony Reckless did with the N. Y. & L. B. R. R. Go and build it yourselves.'

" 'We called this railroad advice; then came the experience. The next thing was to build the road. We called in an honored and distinguished son of New Jersey, who had had some experience in railroad building. We contracted with him to build a road out to Port Monmouth spur. We paid him half cash and half in stock, which we could very well spare. He gave us a good job. But I never had the courage from that day to this to ask him how he made out with his stock. But now I intend to, and I think he will say he turned the stock into lots and realized handsomely, as one of the results of our connection with the Central Railroad. That gentleman's name is Mr. Sherman B. Oviatt. But the railroad was built and a contract made with the N. J. Central to run it. We had now made up our minds to give the railroad men another 'point.' And I think we did, in joining a contract, the terms and conditions of which were such that we never thought it worth while to figure out the amount of the profits that came to us, and I think it will remain so, until Gabriel sounds the trump for the quick and the dead.

" 'The next stage in the work was our withdrawal from the circle of railroad magnates. The railroad men sent around a messenger, saying that if we would kindly pass around the hat and place therein a controlling amount of stock they would kindly accept it and complete the railroad system.

" 'This they have grandly fulfilled.

" 'Blest be the ties that bind them to us.

" 'Behold today the lion and the lamb, in fond embrace and may we ever remain united in interest to the end.'

"Great cheering greeted the Mayor at every pause. His reminiscences and allusions were fully appreciated by his co-workers of the last decade. At the close of his remarks, the president of the day introduced Rev. E. C. Curtis, D. D., the toastmaster of the occasion.

"The well-chosen remarks of Dr. Curtis delighted everyone. He called upon Hon. Henry S. Little to respond to a toast to the N. J. C. R. R. Company. Mr. Little briefly recalled the difficulties of the railroad enterprise, and kindly acknowledged the courtesy of our people on that and other occasions. Hon. Henry S. White, U. S. District Attorney, responded to a toast to the United States very briefly and wittily. He said the United States Government merited the first thanks of our people for driving the railroad off Sandy Hook. Without that we would have had nothing.

"Mr. White also pointed to the defensive equipment on the north and the new mortar battery on the east as a complete protection to both town and railroad.

"Rev. Dr. S. L. Baldwin responded for the Association, and Rev. Dr. G. S. Strowbridge's theme was 'Our Heroes, Grant and Lincoln.' On behalf of the press, Mr. J. Townley Crane of the New York Tribune, made an entertaining speech.

"Mr. Chas. E. Crowell read an original poem at the close of the toastmaking. On account of the seductiveness of the dinner, not enough time remained for all the toasts contemplated, prior to the departure of the trains and boats with the guests. Many were therefore omitted. Our space this week will not permit a fuller account of the speeches and the really elaborate poem of Mr. Crowell.

"Among the prominent people present were noticeable Mr. H. P. Baldwin, General Passenger Agent of the N. J. C. R. R.; Mr. W. H. Thompson, Chief Engineer; Mr. W. S. Sueden, Assistant Engineer; Hon. John H. Patterson, keeper of our state prison; Hon. Fred W. Hope; Hon. Wm. Pintard; Hon. Robert Allen; Hon. Dan H. Applegate; Hon. Wm. V. Clark, Supt. N. J. S. Division; Hon. Maxey Applegate of the Monmouth Inquirer; Hon. Ferdinand Fish of New York; Prof. A. T. S. Clark of Metuchen; Sheriff Smock; Mr. Chas. McClees, of Toms River; Counsellor Arrowsmith of Freehold; County Clerk, John T. Haight; the members of our Board of Chosen Freeholders; members of our Township Committee; and five or six hundred more. President Harrison, Governor Abbott, Chief Justice Mercer Beasley, Judge Conover and a few others were unable to be present on account of prior engagements, and most of them sent to the committee their sincerest regrets thereat."

A REMINISCENCE

By Thomas T. Rogers.

(Composed for the Board of Trade Banquet last Monday).

I think in eighteen hundred eighty-one,
 Some of us first came here and had begun—
 But we felt so lonely! What a pity
 That there was no fast line for the city.
 True, a steamer sometimes crossed the bay,
 Till the owners found it did not pay,
 So we drove to Red Bank, or walked around;
 Or else took Franklin's stage to Middletown.
 But now, thanks to the Railroad Company,
 We have both all-rail routes and boats you see.
 And now from here we can reach any place
 That has e'er been known to the human race.

May 30, 1892.

The summer schedule for the running of trains, connecting with the Central Railroad boats, to and from New York and Atlantic Highlands, included frequent trains to accommodate the Red Bank travel and the south, which was entirely in keeping with the practical necessity, both of the traveling public, and of the railroad. This occurred soon after the opening of the new terminal at this place. The trains were well patronized, as the people were quick to recognize the convenience and pleasure connected with a trip over the beautiful bay.

But they were soon doomed to disappointment. After about ten days' running of the trains, they were discontinued, to Red Bank, connecting with the boats; and it was thought the Pennsylvania road gave the Central Railroad a gentle reminder of the agreement made between them in connection with the New York and Long Branch Railroad—in effect, that neither company should divert travel from that road. This contract was made before the recognized existence of Atlantic Highlands, and has been a great disadvantage to us in preventing our receiving what must eventually be our own; as I recognize that, in years to come, Atlantic Highlands will be the New York and New Jersey ferry line for all the territory south of us.

In June of this year, Charles R. Snyder was admitted to practice as an attorney-at-law, having served the requisite four years clerkship and passed the examinations before the Supreme Court, on the 8th and 9th of June, 1892.

On September 19th, Miss M. Berst opened a select boarding and day school, on Bay Avenue.

The Atlantic Highlands M. E. Church property, corner of First and Mount Avenues, was sold September 18th, to Mr. Edward Jansen, for \$10,000; the church building being reserved by the church. The property purchased by

Mr. Jansen consisted of two lots on First Avenue and one on Mount.

Richard A. Leonard opened a coal yard, near Leonard Avenue Station, in August of this year.

Mr. Webster S. Davis, son of Mr. George B. Davis, had long determined to devote his energies to foreign mission work. On September 21st, 1892, he left his home, with his wife and child, for his chosen field in India. They sailed, together with other missionaries, from Boston.

Mrs. M. B. Roberts, after operating a laundry in a small way for some time, erected a large building on Middletown Avenue, Hillside. Within it was placed the best modern machinery for laundry purposes, the product of the Troy Laundry Machinery Company. Mr. Luke, Mrs. Robert's father, was manager and ran the engine and machinery. The plant did an extensive business for a time, but was finally burned, with the building, in the summer of 1896.

The Borough Council, at their meeting, August 22nd, passed an ordinance (after considering and accepting the petition, representing one-half of the taxable property within the borough limits), calling a special election, to be held by the legal voters of the borough, on Monday, the 26th day of September, in the truck house on Center Avenue. The purpose was to determine the question of issuing improvement bonds, to pay the indebtedness that might be incurred in providing and constructing for the borough complete and adequate water, drainage and sewer systems, to the extent of \$100,000; \$60,000 of this for water works and \$40,000 for sewer system.

A company was organized, under the title of the "Highland Park Improvement Company," with a paid-up capital of \$75,000. The first meeting of the stockholders of the company was held at their office at Atlantic Highlands, on Tuesday, August 2nd, 1892, when the following directors were elected:

I. T. Meyer	J. W. Pringle	A. L. Gondron
Andrew S. Little	J. Wertheim	E. L. Spellman
D. B. Hart	Mr. MacLeod	John E. Foster

At a subsequent meeting of the Board of Directors, the following officers were elected:

President—Isaac T. Meyer	Treasurer—Jacob Wertheim
Vice-President—J. W. Pringle	Secretary—John E. Foster

They negotiated with Mr. E. T. Burdge for the purchase of his beautiful farm, which lay in close proximity to Atlantic Highlands. It had been in possession of the Burdge

family for a great number of years, and its recent owner, Edward T. Burdge, was born, and had lived on the farm, for over half a century. It contained 116 acres, and its location was, and is, one of the best, and commands one of the finest land and water views in the United States.

On September 9th, a "Press" reporter called on the Mayor, regarding the water and sewer question, and he made the following statement:

"The culmination of about two years' consideration of the question of water works and sewerage, and the more immediate demand, resulting from our summer experience and requirements of the town, and the application made to the Council by petition representing about one million of property and signed by a large majority of the residents and property holders, the Council felt it their imperative duty to call for an election to be held on the 26th inst., that the people might express their views by ballot, on the important questions of water and sewerage. That all might be made familiar with the subject, the Council has employed an engineer, recommended by the State Board of Health, to make a preliminary examination and estimates and report the same at the next monthly meeting of the Board of Trade, where the public is invited to hear the report and ask for any information and discuss the subject in every particular, thereby giving the public about two weeks, before election, to digest the facts as they appear."

The reporters then making a house to house canvass we propounded the following questions:

(1) Do you consider water works and sewerage system necessary for Atlantic Highlands?

(2) Are you in favor of the town being bonded and owning and controlling its own water works and sewerage? Or do you favor the Council giving a franchise to a private company for these purposes?

Our reporters were kindly received, and in only one or two instances did we find citizens directly opposed to the proposition of water works and sewerage, although many seemed to be undecided as to the best method of establishing the systems. We will, for want of space, be compelled to make our interviews brief, still we wish to express the views of all, so as to bring this matter prominently before the public.

A large number of citizens and property owners were next interviewed, and we have selected the reply made by Mr. Michael Murray, a summer resident and large property owner, as expressing the views of the townspeople.

"That the borough of Atlantic Highlands should have an abundant supply of pure water is so apparent to every one having any knowledge of the present condition of affairs, that argument on the subject is not necessary. The community has clearly outgrown the present system. Unless something is done immediately to procure a proper supply the interest of the town will be injured by the neglect. The dangers that confront us are many. Among the more pressing ones may be named those of contamination of wells from cesspools, thus causing the spread of disease among the people. An epidemic of any character traceable to such a cause would do the town more injury than the entire water and sewerage systems would cost. Then, again, suppose a fire were to start in the thickly-settled part of the town. A few hours would suffice to wipe out the greater part of the town. These are not hypothetical questions, presented for mere argument. They are real dangers which confront us, and every citizen and taxpayer should lend his aid toward removing the threatened disaster. What does the introduction of a proper supply of pure water and an adequate sewerage system mean? First, they mean the removal of these impending dangers, second, they mean enhancements of values; they mean increase of new buildings, new life, new enterprise; and third, they mean that the borough of Atlantic Highlands shall continue on that road to prosperity which today makes it the most charming town on the coast of New Jersey. A vote for this new enterprise is a vote for future gain and prosperity. A vote against this is a vote in favor of destroying the town and endangering the lives and interests of the community.

"The question whether the franchise should be given to a private corporation is purely a business proposition. The town should own and control its own water supply. Why should so important a matter as our daily supply of water be farmed out to a private corporation? Very few towns or cities in the country have tried this experiment, and some of these doubtless find the experiment expensive and unsatisfactory. No private corporation would undertake the contract if there were not large profits in view. This being the case and it cannot be questioned, then why should not the people reap the benefit of such profits? Give us a supply of pure water under our own control.

"To give a franchise to a private corporation means dependence upon others, means inadequate supply and additional expense.

"Remember, the dividends must come out of the pockets of the consumers."

That terrible and much dreaded disease, cholera, agitated the inhabitants of Atlantic Highlands and adjoining towns, beyond any question that had ever preceded it. It seemed to be life or death to the beautiful summer resorts of Atlantic Highlands, Lower Highlands, Seabright and Long Branch, that a quarantine should or should not be placed on Sandy Hook, by the United States Government.

The State Board of Health, assisted by the local branches of township and borough boards, did all that was possible to prevent the landing of individuals from incoming steamers, quarantined in the lower bay, or prevent such steamers from throwing dangerous matter, such as boxes and bedding, into the waters of the lower bay, where it might float to our shores.

The condition can best be explained by a telegram sent to Washington by the Governor of the State. Mayor Leonard was hastily called to Governor Abbott's office in New York City, by request of Secretary Hunt, of the State Board of Health, on the morning of September 10th. The Mayor selected a delegation from among the passengers on the "Monmouth," and repaired to the Governor's office, where was held a warm debate over the Sandy Hook quarantine question.

After a full discussion by and with all present, we thanked him for the courtesy extended by him in the interview and departed, feeling that his Jersey backbone had been strengthened thereby.

On the 12th inst., the Mayor received the following note, from Governor Abbott:

"Dear Sir:

"At your request, I send you, for the inspection of yourself and those interested in Middletown Township, a copy of the telegram prepared and sent to President Harrison, while you were at my office. I send you also, a copy of his reply."

(Copy of telegram from Leon Abbott to President Harrison.)

Trenton, September 10th, 1892.

"Hon. Benjamin Harrison,

"President of the United States,
Washington, D. C.:

"In view of the public announcements on behalf of the United States Government that Sandy Hook will be used by it for quarantine purposes, I desire to call attention to the terms upon which jurisdiction was vested in the United States by the State of New Jersey under the act of March 12, 1846.

"The land was given by the State to be used for military purposes, and the use now contemplated was certainly never within the minds of the Legislature at the time of the grant. I deem it my duty at this

time to call your attention to this position of this State. If, however, the United States intends to use Sandy Hook for quarantine purposes, it cannot be contended that it has any power to grant the use of the ground for quarantine purposes to the State of New York without affirmative action on the part of the State Board of Health of New Jersey.

"As Sandy Hook is not an island but a part of the mainland, I also desire to call attention (if the United States authorities proceed) to the necessity for extraordinary precautions being taken by them by land and water patrol to prevent any of the steamship passengers landed at Sandy Hook, or any one coming in contact with them, from going into any other part of the State of New Jersey; also, that if the United States assumes quarantine powers it will have proper vessels to take up all floating matter thrown away from any of the incoming steamers and destroy such refuse, and that that it will prevent in the future such steamers from throwing this dangerous matter into the waters of the lower bay, where it floats upon our shores. Boxes and bedding from these steamers have already been found upon the shores of the Township of Middletown, between Keyport and Atlantic Highlands. In former visitations of cholera our people who handled matter floating on the shores from cholera ships were attacked with this disease, and those now living there are, therefore, naturally anxious lest the same result flow from like causes now existing. If the United States assumes quarantine control of these vessels its officials can secure the people living upon the shores of this State from this danger.

"Our State and local Boards of Health are doing everything possible to guard against the entry of cholera into the country through their jurisdiction, and desire to act in harmony with all other authorities working for like ends.

(Signed) "Leon Abbott."

(Copy of the reply from President Harrison.)

September 10th.

"I have directed that if Sandy Hook is used for the purpose of landing passengers from the ships in quarantine that absolutely safe precautions be taken against communication by them with the shore. The Attorney General will consider the question of the right of the United States to make such a use of the reservation. You may be assured that your people will be protected by every possible safeguard. Will call Secretary Foster's attention to your complaint about infected articles being thrown into the bay and see that it is prevented."

The regular meeting of the Board of Trade met in the truck house, September 10th, President James H. Leonard presiding. The only business before the meeting was to listen to the report of C. P. Bassett, the engineer engaged by the Borough Council to investigate the feasibility of a water and sewerage system for Atlantic Highlands.

The following streets and avenues were proposed, by the Council, to be piped with water and sewer mains, with the \$100,000, in the event of a vote in favor of the issue of improvement bonds, pursuant to Engineer Bassett's report:

Lincoln Ave.	from	Grand	to	First
Washington	"	"	"	"
Highland	"	"	"	Ave. D
Mount	"	Stand pipe	"	Creek
Prospect		Entire		
Eighth		Entire		
Seventh	"	Bay View	"	Garfield
Sixth	"	"	"	Mount
Fifth		Entire		
Fourth		"		Mount
Third		"		Garfield
Second		"		Mount
First	"	Dock	"	Valley Drive
Bay View	"	First	"	Hooper
Ave. A	"	Bay	"	South
Ave. B	"	"	"	Highland
Ave. C.	"	"	"	"
Ave. D	"	"	"	"
Bay Ave.	"	First	"	Ave. D
Center	"	"	"	" "
South	"	Creek	"	" "
Garfield	"	Grand	"	Third
Hooper	"	Bay View	"	Stand pipe
Asbury	"	Grand	"	First

This arrangement will include all the territory in the borough in which buildings have been erected and will furnish house service to nearly every building in town and fire protection for all.

The Observatory Park Improvement Company generously offered to give the borough Lot No. 20 in Observatory Park, valued at \$2,000 for the location of the stand pipes. This lot is one of the highest, most convenient and accessible points for the location of the stand pipe in town, and this gift to the borough will save the taxpayers fully \$2,000 in the estimated cost of the construction of the proposed water works.

Mr. Bassett stated that there was no question but that the entire work could be easily completed by June 1st. He said it would take nearly six weeks to complete the preliminary work preparatory to the construction work. This preparatory work would consist of establishing the grades: locating the stand pipe, the pumping station, testing the wells, having the quality of water analyzed and ascertaining the quantity of the same, making plans and specifications that bids for the construction of the works might be received.

An arrangement was made continuing Mr. Bassett as consulting engineer, and the work of the survey at once commenced.

September 22nd was a red-letter day in the history of Atlantic Highlands, and it is believed by many that the

result of Monday's election will be the turning point in the future development of Atlantic Highlands as a town, when it was decided by a vote of 200 to 5 to issue Improvement Bonds to establish a system of water and sewerage. Water works and sewerage have been much discussed here during the past two years. Public meetings have been repeatedly held and our people were practically a unit upon the necessity of having a system of water works and sewerage. There was, however, a little hesitancy as to the best methods of establishing the systems. Some favored the granting of a franchise, while many advocated that the borough should own and control its own system.

THE ELECTION

The special election for or against the issuing of Improvement Bonds to the amount of \$100,000 for water and sewers, attracted much interest and there was a large vote polled.

At 6 o'clock A. M., Judge Ellis swore in the Election Board as follows: Judge, Wm. F. Mount; Inspectors, Lewis S. Sculthorp, J. B. Valleau; Clerk, S. T. Champion. The polls were kept open from 6 A. M. to 7 P. M., with short intervals for meals.

The early vote was large. Among the incidents was a voter who had not voted before for nine years.

When the votes were counted there was a large attendance of prominent citizens interested in the outcome of the ballot box. It was evident after the first five minutes that the water and sewer improvements were a certainty.

The total number of votes was 205 and the announcement made at the close of the canvass was:

In favor of Improvement Bonds.....	200
Against Improvement Bonds.....	5

The result as announced was received with uproarious applause, and three cheers were given for Atlantic Highlands, while a cannon boomed out a salute on the avenue.

The work of survey was commenced immediately, at a point in front of Charles A. Fort's premises on Washington Avenue, corner of Central Avenue.

At the October 5th meeting, the Hose Company No. 1 requested their admittance under the borough control, which was accepted.

At this time, Surveyor George Cooper laid out the extension of Valley Drive from First Avenue to Leonardville.

Peter S. Conover, with a large force of men, cleared up the property lately purchased from Thomas Leonard.

The Highland Park Company, through its president, Isaac T. Meyer, made great improvements on their property, with a large number of men and teams, superintended by D. Lane Conover.

The fifth annual report of the secretary and treasurer of the Atlantic Highlands Savings Fund and Building and Loan Association, for the year ending October 19, 1892, showed assets amounting to \$49,897.24.

Mackey's new hotel, on First Avenue, was completed in the fall of this year. It contained twenty sleeping apartments on the second floor; hot and cold water throughout the house. The entire building was heated by steam.

Bridle and Latham's greenhouses were remodeled and improved under the supervision of George Walling.

October 21st—We here refer to the death of a diminutive tan dog that always accompanied William M. Foster in his walks through town. He had the honor of being the first dog that was ever brought to Atlantic Highlands. "Little Tray" lived to the good old age of thirteen years,

"And was ever faithful;
Grief could not drive him away.
He was gentle, he was kind,
And you never will find
A better friend than 'Old Dog Tray. "

The borough percentage for tax rate for 1892, was placed at one-third of one per cent.

On November 2, 1892, the Atlantic Highlands Hook and Ladder Company made application to be taken under the control and supervision of the Borough Council. The application was accepted. Application was made by Hose Company No. 1 for suitable quarters for their equipments.

George H. Stout, Sr., came before the Council and presented an application for a franchise for a light, heat and power company. The petition was laid on the table.

In the fall of 1892, the Navesink School District erected a new school building. The work was under the superintendence of Architect A. W. Oliver, and District Clerk John I. Sickles. It was an edifice worthy of the age and did credit to all concerned, including the taxpayers of the district.

At the annual meeting of the Atlantic Highlands Building and Loan Association, on the 20th of November, John E. Foster, secretary, and Edward W. Leonard, treasurer, declined a re-election, and were tendered a unanimous vote of thanks for their services in the past, that had continued from the formation of the Association. Charles R.

Snyder, secretary, and J. M. Quackenbush, treasurer, were elected in their stead.

There was a closing-out sale of the Atlantic Highlands Association's property, by auction, on December 12th. The remaining lots lay on Hooper Avenue, Auditorium Road and Pathway; also, the Tabernacle and the two lots on which it stood. The latter property was located on Bay View Avenue.

On December 14th, Mr. C. P. Bassett was placed in charge of all engineering—to commence and carry to full completion the water and sewerage systems.

On December 28th, on motion of Commissioner Van Mater, it was ordered that a direct discharge pipe for the proposed sewerage system be laid on lands of Thomas H. Leonard, provided satisfactory arrangements could be made for so doing. The Mayor offered a strip ten feet wide and eleven hundred feet long, from high water mark, in front of First Avenue, free of cost, to the borough, which was accepted.

The new bell in the Presbyterian Church did its first ringing on Thanksgiving Day. It was donated to the church by some unknown giver. The bell came from Troy, N. Y., and weighs 1,100 pounds.

Messrs. Roberts Brothers increased their business facilities by an addition of a building, twenty-five feet in width, to be used for the dry-goods business of the firm.

Messrs. Hagenbuch and Morrell's building for new baking purposes, was completed at the same time.

ROYAL ARCANUM

On December 16th, a lodge of the Royal Arcanum was organized at White's Hall. The new lodge was known as Monmouth Lodge, No. 1378, and had eighteen charter members, with the prospects of large additions to the membership. S: T. Champion, who was a member of Pleasantville Lodge, No. 817, joined by card. G. V. Regent S. J. Kallman, instituted the lodge. The following officers were chosen for the remainder of the year:

Regent—W. D. Stout. Vice-Regent—C. H. Milliken. Orator—A. S. Wooding. Chaplain—J. I. Sickles. Past Regent—Charles R. Snyder. Secretary—Charles B. Woodruff. Guide—Ezra R. Champion. Collector—S. T. White. Treasurer—W. H. Posten, Jr. Warden—Amzi M. Posten. Sentry—Asa Dilts. Trustees—P. S. Conover, Jr., Henry Attison, J. M. Demarest.

White's Hall was secured as the meeting place.

A post office at Leonard Avenue was established in December of this year, through the efforts of Charles T.

and William J. Leonard, it being a Republican (President Harrison's) Administration. It was discontinued in President Cleveland's Administration, in February, 1894, but was re-established in 1897, during President McKinley's term. The name Leonardo was given it, as it was desired to preserve the name Leonard and yet distinguish it from Leonardville.

CHAPTER XLVIII
ORGANIZATION OF CHURCHES
AND THE
ESTABLISHING OF THE WATER AND SEWER SYSTEMS
OF THE BOROUGH
1893.

Mention has previously been made of the Atlantic Highlands M. E. Church property. The offer of a large sum, (\$10,000,) for their property was very attractive, and resulted in their disposing of their birthright, so to speak. The location had been selected as being the best for a church in town, and the conveyance made to them by the Atlantic Highlands Association and its president, J. E. Lake, free of cost.

They moved their church building in the spring of this year to the corner of Third and Mount avenues, on lots previously purchased by them. The building was placed in the best possible condition and was occupied for church purposes until their new edifice was completed, on Third Avenue, between Mount and Bay View, December, 1894. The Reverend Joseph G. Reed occupied the pulpit as pastor until the spring of '94, when he was followed by Reverend J. B. Haines.

The Baptist interest, with the growth of the town, also required attention. The Sunday school that had been started by the Atlantic Highlands Baptist Church as a branch school, manifested such success and steady growth that it soon dawned upon the minds of many of the Baptist faith that it was necessary for the church interest to follow up its school work. Several families already had strayed from the fold, either to other churches or to the neglect of all church interests.

There were three ways to meet such a question: first, to disregard duty's call; second, to establish a prayer meeting and such additional attention as might be provided; or, thirdly, to establish an independent society. After prayerful consideration and the thorough canvassing of the East Side by Mrs. Mary E. Allen and Mrs. Thomas H. Leonard, it was ascertained that there were eighty-one in the immediate vicinity who cheerfully pledged themselves to support an independent society.

A petition, dated January 7, 1893, was sent to the Atlantic Highlands Baptist Church, signed by forty-four members of the same church, asking for letters of dismissal to form an independent branch of the Baptist faith, on the east side. The request was made in the interest of the Lord's Cause, that the Baptist persuasion might reach a territory unprovided for, in this age, where distance is so closely considered.

Their request was granted and a meeting was called in the W. C. T. U. Temple, January 14, 1893, for the purpose of taking the necessary steps to organize and incorporate a Baptist church. A communication from the clerk of the Atlantic Highlands Church granting letters of dismission to the forty-four members, for the purpose of organizing a new church, as aforesaid, was received and accepted, and they took official part in the deliberations of this new interest.

The first step taken in organizing was the selection of a name. It was moved and carried that they should be known as the "Central Baptist Church" of Atlantic Highlands. A committee was appointed to ascertain how much money could be secured by pledge for the support of the new church.

It was decided to accept the offer of the W. C. T. U. for the use of the Temple, including heat, light and services of janitor, at \$10.00 per month, from January 1, 1893.

The following are the names of those forming the constituent membership at its organization meeting:

Mary E. Allen	Maria R. Leonard	E. F. Lufburrow
William M. Roberts	Thomas H. Leonard	Peter S. Conover
Robert Couch	Emma E. Couch	Sarah H. Stout
Mrs. D. L. Conover	Francis Conover	Addie B. Roberts
Mary H. Lufburrow	H. A. Hendrickson	Clara Leonard
Mabel Leonard	Edith M. Leonard	Bertha L. Stout
Jennie Winter	Emma Winter	Ella Roberts
Fred Linden	W. M. Anderson	Mrs. Geo. W. Davis
Mrs. Otto Davis	Mrs. C. Stryker	Edith S. Ravatt
Harriet E. Martin	Fred Roberts	Nellie Packer
Alice M. Packer	Rebecca Morris	Julia Morris
Lizzie Linden	Eden Ewing	Robt. P. Zebbley
James H. Leonard	Emma T. Leonard	Mary Leonard
Albert Leonard	Jonathan T. Stout	George Couch
Mrs. Jacob T. Stout	Charles Thorn	

The meeting then adjourned.

The second adjourned business meeting was held January 26th for the purpose of electing officers for the newly constituted church. The following members were received at this meeting: Rutsen S. Snyder, Elizabeth R. Snyder, Evelyn R. Snyder, Charles R. Snyder and Louise M.

Snyder, from the Port Monmouth Baptist Church; Randolph Martin and Mena Martin, from the First Baptist Church, Pasadena, Cal.; and Samuel F. Patterson and Eva C. Patterson, from the First Baptist Church, Atlantic Highlands.

The officers elected were: Deacons, James H. Leonard, Rutsen S. Snyder and Thomas H. Leonard; Clerk, Charles R. Snyder; Treasurer, Randolph Martin; Trustees, Peter S. Conover, Jr., H. A. Hendrickson, Randolph Martin, Samuel F. Patterson, Jonathan T. Stout, Fred Linden, E. F. Lufburrow; Organist, Evelyn R. Snyder; Assistant Organist, Mrs. William M. Roberts. The first services were held on Sunday, February 5, 1893, at the Temple.

An adjourned business meeting, February 10, 1893, was held, when some detailed matters were disposed of.

The third adjourned business meeting was held February 24th. After the minutes of the last meeting were read and approved, twenty-seven new members were received by letter from Navesink Baptist Church and Brothers George B. Davis and Nathaniel H. Roberts were made additional deacons, this completing the organization of the Central Baptist Church, making eighty (80) constituent members.

The church property at Navesink, consisting of the church building and plot and the parsonage and plot, were tendered to the Central Baptist Church of Atlantic Highlands, and the church there disbanded, uniting with the Central Baptist Church. Tuesday evening prayer meetings were continued in the Navesink building, with occasional extra meetings, as the spiritual interest indicated.

Recognition Council met on April 5th of this year, the sermon being preached by the Reverend Mr. Stillwell, after which application was soon made to be received in the Trenton Baptist Association.

At a business meeting, September 18th, it was moved and carried that the Reverend F. C. Colby should be called to become our (first) pastor, which call was accepted by him, September 29th, and he entered on his duties October 1, 1893.

THE BOROUGH WATER SYSTEM.

The location and supply of artesian water was decided upon by Mr. Bassett after long and weary efforts by the engineer and committees—fully investigating all possibilities in connection with the matter. All practical sources of surface supplies from running streams within a reasonable distance were examined and the water analyzed by careful chemist experts. Every possible supply of spring

water or shoal wells was examined, and all failed to meet their recommendation. Land, finally, was procured for artesian wells, between Lincoln and Garfield avenues, joining "Many Mind Creek," for the purpose of a water supply station, location for engine house, pumping station and artesian wells.

The selection was made by engineer C. P. Bassett and councilmen Peter S. Conover, Dr. J. H. Van Mater, Captain William Letts and Percy Falkinburg, at a point where coal could be side-tracked to the engine-house from the main track; also, that the water from the wells could be siphoned into the receiving well without cost.

On January 16, 1893, engineer Bassett was authorized to have printed necessary specifications and blanks needed for securing proposals from contractors for proposed construction of the water supply and sewerage systems designed by him, and to have advertisements inserted in the local papers and two trade papers published in New York City.

Arrangements were made with Messrs Kisner and Bennett, of Belmar, N. J., to drive a system of artesian wells to provide the necessary water supply. Three wells were driven, ranging from 120 to 463 feet, with a natural flow of four feet above the ground, which made siphoning in the receiving well, possible and profitable.

The receiving and opening proposals for water, and proposal for sewerage, occurred on February 8, 1893. There were twelve received for the water contract and seven for sewer. Messrs. Hillpot and Ayres, of Bound Brook, secured the water contract, and proceeded promptly with their work, completing it satisfactorily in manner and time, according to their agreement with, and the wishes of, the Council.

Messrs. Conover and Newton, of Orange, N. J., received the sewer contract. They met with greater difficulties in encountering springy grounds and quicksands, but their greatest difficulty was in the two miles of subdrain, which caused them long and continuous labor, to produce an uninterrupted flow, at the foot of First Avenue, in a manner satisfactory to Engineer Bassett—but the work was finally completed, to the satisfaction of all parties. The subdrain proved of great value and paid for itself several times over, in draining the streets and adjoining properties.

John H. Geary received the contract for building the pumping station and receiving wells. In building the wells, he encountered quicksand to such an extent that it seemed almost impossible for him to finish his contract, but the matter was finally adjusted, so that it gave the best results for the town, with a satisfactory completion of his contract.

Messrs. Tippit and Wood secured the contract for building the stand pipe, which they completed in a satisfactory manner. The plot of land where it was situated was donated by the Observatory Park Improvement Company. It was the most desirable situation in the borough, as it had the greatest elevation.

The property, containing about 56|100 of an acre, was donated, providing the borough would make it possible for the Park people to receive a water supply from the stand pipe, as would residents in other parts of the town. Engineer Bassett accomplished this at very little additional expense to the town by a form of stand pipe nowhere else in use, but which secured water takers at that elevated point, where water was so much desired by the property holders, also, at the same time, securing a very valuable plot of land free of cost.

In the chemical tests made for pure water, we encountered a percentage of iron beyond what was desired, as was the case at Keyport, where they provided themselves with a water supply at this time. After some time was spent in examining filters for the removal of iron, we selected the Continental Filter, which has accomplished the work, and has received from us a recommendation that has resulted in their receiving orders for filters from other towns in our vicinity.

WHY THE BOOM?

Captain John Skidmore, the "Poet of Hillside," contributes some practical remarks for our consideration, as follows:

The boom of Atlantic Highlands—
Our townspeople are in pain to know
How far in the future that boom will go.
A voice to each and to every one
Would say, this boom has just begun.

WHY?

The beautiful bay with open sea
Foretells where comforts and pleasures be;
The hills and valleys all show their wealth;
The location is such as to give you health.
Clear running water, pure as the snow,
From these beautiful hills that streams do flow,
The forest mid-summer with her evergreens
Protects from the sun these cooling springs.
Oh, stranger, tell us, where, O where,
If you find a place with this to compare?
I pause to rest I am growing old,
One-half of its beauties have never been told.

ELECTION.

Memoranda taken from the Borough Clerk's books, March 15th. The Clerk presented the election returns, showing the election of the following officers:

Mayor—Thomas H. Leonard.
 Council, Peter S. Conover and William Letts.
 Holdover Councilmen—John H. Van Mater, Percy Falkenburg.
 Clerk—S. T. Champion.
 Commissioners of Appeal—S. T. White, Edward Hooper, J. M. Quackenbush.
 Judge of Election—William F. Mount.
 Inspectors of Election—Louis S. Sculthorpe, J. B. Valteau.

The Mayor appointed the Messrs Conover and Falkenburg a committee on water; Van Mater and Letts, on sewerage.

There were four bids received at the March 16th meeting for pumping station machinery. The Barr Pumping Company, of Philadelphia, received the contract, their bid being the lowest and the most satisfactory in all other respects to the Council.

The placing of the \$100,000 bonds had been a matter of much consideration, accompanied with considerable anxiety and work, to the Mayor and Council. It seemed difficult to place them in our own state, and the financiers of New York City did not especially favor receiving bonds from a town of our size, representing only about 1200 permanent residents. The borough as yet was not known and had no financial standing in the business world, which caused us considerable delay.

The financial panic of May, 1893, found us with the bonds unplaced and the contracts all given out. The payments were bridged over by the Mayor and Council securing monies, by their personal endorsements, from their friends.

Governor Werts and William Walton, of Trenton, through the Trenton Banking Company, furnished us \$25,000; Messrs T. E. F. Randolph and Company, \$10,000; William H. Montanye, \$10,000; T. J. Roberts, \$5,000; with smaller amounts from others. This was secured without any expense to the borough. Their kindness was greatly appreciated.

In the meantime, the validity of the bonds was thoroughly examined by Judge Walling of Keyport and Judge Vredenberg of Freehold, who pronounced our borough organization, and all the succeeding records of elections, perfect. They gave us a paper that was entirely satisfactory to financiers in proof of the legality of our bonds, after

which, through the kindness and energy of Mr. B. B. Ogden of Keyport, the bonds began to find takers in Raritan Township. Some were placed through Mr. J. E. Foster, among his personal New York City friends. After supplying our own borough and township, the balance was taken in Red Bank and Shrewsbury Township.

The bonds were of the denomination of \$500, and \$1,000, payable in five years, with interest semi-annually, payable at the Atlantic Highlands National Bank. The Mayor and Council were very much relieved after placing the bonds, and satisfied with the conditions, as the five-year term simplified the possibility of the payment of the \$40,000 sewer bonds, at the end of the five years, by a levy on property holders, on sewer streets, which was thought desirable, thus leaving the \$60,000 water bonds, only, to be replaced at the end of that time, under more favorable conditions—when the borough would be better known financially.

We record the sudden death of our esteemed townsman, Mr. M. L. Dolbey, on March 7, 1893. For the last five or six years he was a resident of Atlantic Highlands, and became identified in many ways with the interests of the place, and, with Dr. E. C. Curtis and Justus E. Ralph, purchased the Patterson and Woodward farms and developed them by making avenues corresponding with the adjoining avenues of the borough. At the time of Mr. Dolbey's death, he had under construction a large building on First Avenue, known as the Dolbey Block.

On March 16th, the C. R. R. Co. purchased the land between Mount and Center Avenues, on the east side of the railroad track, for the location of the new Atlantic Highlands depot. It contained about 40,000 square feet. This gave the railroad a frontage on Center Avenue of 223 feet, with a street 60 feet wide to the east, opening into Railroad Avenue midway between Mount and Center Avenues. A handsome station was soon erected, which did credit to Superintendent W. V. Clark and the Central Railroad.

In the spring of this year, Mr. Charles H. Duvale of the Highlands presented the Atlantic Highlands Hose Company, No. 1, with sufficient funds to purchase the entire company a full uniform. Below is an account of the first entertainment given by the Hose Company, as taken from the "Journal."

THE HOSE COMPANY'S ENTERTAINMENT

Town Talent Delight a Large Audience—An Evening of Song, Recitations, etc.

"The W. C. T. U. Temple was filled with an anxious

audience on Tuesday night in anticipation of the very excellent programme that had been prepared by the Hose Company No. 1, in the event of their first entertainment. Long before the hour appointed for the entertainment to commence the people began to arrive, among whom were many of the most prominent people of the town. Shortly after 8 o'clock the curtain rose, much to the delight of the audience, who were already impatient, even though it was but a few minutes after the appointed time.

"The programme, as given, was one that beggars description, but in justice to the participants, we feel in duty bound to give all the credit they so justly deserve.

"First on the programme was an overture by Messrs. Lodge, Allen and Fowler, who responded to an encore.

"Next in order was an address for the company by Mr. J. M. Quackenbush, who in behalf of the Hose boys, welcomed the audience and thanked them all for their liberal support. Miss Leola Magee then delighted the audience with a vocal solo, and, upon encore, sang a sweet little love song, after which the audience reluctantly gave her up to listen to a recitation by Miss Celia Patterson. Miss Patterson proved conclusively an able elocutionist, and her recitation was well selected and exceedingly well rendered. Her clear voice, so well adapted to the selection, delighted the audience, who listened intently from beginning to end. Messrs. Lew Foster and Bonnie Aimer, who appeared in a comic piece entitled 'A Deaf Man's First Lesson on a Banjo,' next entertained the audience. Those who had never heard Lew in the role of a darkey, knew what to expect—they expected fun, and they were not in the least disappointed. Mr. Aimer was comparatively a stranger to the audience, inasmuch as he seldom appears on the stage, and he was indeed a delightful surprise. Miss Jennie Winter then recited in her usual entertaining manner, a piece entitled 'The Old Front Gate,' which received the merited approval of the assemblage. Next on the programme was a song entitled 'Misfits,' by Mr. George Jackson, dressed as a darkey, and he acted to perfection. His song about his 'Luthey' brought down the house, and upon encore he sang another very comical darkey song which was also well received. The audience would not give him up till their attention was called to the fact that he would appear again later in the evening. The pantomime, by Miss Leola Magee, Messrs. George Brannin and Harry Allen, was then presented with credit to the participants. The first selection in Part 2 was an overture by Messrs. William Lodge, cornetist; Harry Allen, pianist, and James Fowler, harmonic-

ist, who are all superior performers. The quartette, consisting of Misses Mamie Martin, Emma Savidge, Messrs. William Lodge and Fred White, then sang, to the great delight of all.

"This was followed by a recitation, entitled the 'Firemen,' by Miss Julia Gaffey. The selection was very appropriate to the occasion, and Miss Gaffey did herself great credit in its rendition. Next in order was a solo by Miss Mamie Martin which was beautifully rendered. Her rich, clear voice had a wonderful effect on the audience, and at the close of the song she was presented with an elegant bouquet of roses. Eph and Ike then favored the audience with an instrumental duet in a pleasing manner.

"This was followed by a solo by Mrs. William B. Leonard, whose singing pleased every one and merited the approval of the entire gathering, who rapturously listened to her beautiful voice. Mr. George Jackson again came on the stage and told the people all about his poetical brother. He also proved himself to be none the less a poet, and his productions convulsed the audience with laughter. Last but not least, was a farce by Messrs Charles Conover, Lew and Murray Foster, who performed in an able and commendable manner, and acted in true darkey style. Although the entertainment lasted fully two hours, no one grew weary, but expressed themselves as being loathe to leave. In conclusion, we congratulate the Hose Company for the able manner in which the whole affair was arranged and carried out and wish them continued success."

The arrangements had now been perfected for all parts of the water system and contracts were well under way. The artesian wells, the receiving wells, the pumping station, the filtering system, seven and one-half miles of water pipe reaching almost every dwelling in the borough, and the stand pipe were making satisfactory advancement toward a completion.

The sewer system, comprising about the same mileage as the water system, with its accompanying subdrains and outlets, was all that the borough could desire, but the disposal of the sewer was a question that presented difficulties experienced by this as well as all other towns and cities of greater or less magnitude from the beginning to the end of time. Of the different ways suggested for its disposal, it was finally decided to convey it in the bay, a considerable distance from the shore. The right-of-way, ten feet wide, was secured off First Avenue, extending out in the bay eleven hundred feet, from high water mark.

Lewis Sculthorp removed his shoe business to his new store on First Avenue, adjoining the Post Office, on April first of this year.

Mayor Leonard built an office on Railroad Avenue for his own occupancy.

In June, the first train made its regular trip over a new road, between Atlantic Highlands and the Stone Church. This was at first planned as the route to connect us with the ocean. But it was, at the last moment, decided to run the C. R. R. trains along the shore. This branch was used for a short time, until the track was leased by the C. R. R. Co., to the Jersey Central Traction Co. Messrs. Webster Swan and Charles Green, passengers, by way of salute, held up a large cedar tree, in their enthusiasm. They were accompanied by Master Willie Swan, and, getting on at Navesink Avenue, rode to the Stone Church and back.

A NEW CORPORATION

Sixteen Atlantic Highlands men incorporated under the name of Grand View Hose Company No. 2, of Atlantic Highlands, N. J. They were Michael Morton, Edward Oakes, Charles Conover, John J. Mulligan, Wilbur A. Campbell, C. F. Fox, William Conover, H. O. Todd, Frank B. Woodruff, Mark Tiernan, Charles D. Thorne, W. A. Gehlhaus, Charles Payne Sears, F. J. Widmayer, James B. Stout, J. M. Johnson, Jr.

In July, a Young People's Society of Christian Endeavor was organized in connection with the Central Baptist Church. Officers were elected as follows: President, Robert Zebley; Vice-President, Mrs. Charles Woodruff; Secretary, Miss Edith M. Leonard; Treasurer, Frank B. Woodruff; Corresponding Secretary, Miss M. Louise Snyder.

The "Atlantic Highlands Journal" changed its ownership from its previous proprietors to Mr. A. F. Flumerfelt and Messrs. Potter and Putman of New York City, in July.

At the Council meeting of June 21st, W. W. Roberts was made engineer of the Pumping Station.

Mrs. E. Hooper, in behalf of the circle of "King's Daughters," applied for permission to erect a drinking fountain on First Avenue, opposite J. B. Swan's building. The Mayor and Council accepted and held the same in trust for the organization, agreeing to furnish water free for the use of the said fountain; also, an invitation was extended to the Mayor and Council to be present at its unveiling on September 2nd. The following is the account of the exercise, as it appeared in the "Journal" of September 6th.

DRINKING FOUNTAIN

Presented to the Borough in Trust by the King's Daughters—Dedicated at Swan's Grove Last Saturday.

"A gathering of about 250 witnessed the dedication of the drinking fountain erected by the King's Daughters last Saturday afternoon.

"Promptly at 3:45 the assemblage sang the coronation hymn, "All Hail the Power of Jesus' Name," after which Reverend J. G. Reed invoked divine blessing. Lizzie Smith and Myrtle Walling then cut the cords which held the emblem of American liberty about the fountain, exposing its beauties to the public gaze.

"Mrs. E. Hooper, president of the King's Daughters, then presented the fountain to the Mayor and Council to be kept in trust. Mayor Thomas H. Leonard responded and read a poem appropriate to the occasion.

"The water was then turned on by Ella Cynthia Zebley, after which Reverend William B. Harris made some very fitting remarks. The privilege of the first drink was then sold at auction, and was bought by John G. Smith for \$1.00. Jonathan T. Pinckney was the first to pay twenty-five cents for the second choice and Master Willie Foster gave ten cents for the third.

"A collection was taken up amounting to \$16.00.

"The fountain is of handsome bronze and cost \$315.00. It is so arranged as to provide water for both man and beast, and the King's Daughters are to be congratulated upon being the promulgators of so worthy an object which cannot but prove a benefit; only a spirit of human sympathy could have actuated their motive.

"It has already proven a great convenience to many who have heretofore found it difficult to water their horses while on the streets. Its location is central, being on First Avenue, directly opposite Center Avenue.

MAYOR LEONARD'S ADDRESS

"Ladies of the 'Willing Hand Circle, of the King's Daughters,' of Atlantic Highlands! Representing the Council of the Borough of Atlantic Highlands, we have the honor of receiving in trust this practical and ornamental Drinking Fountain from your hands; you have done honor to yourselves and to the Borough, in the conception and completion of this, what will prove to the world that the foundation of our commonwealth is strengthened by this evidence of your broadminded and unselfish desire to benefit others.

"The standard of power, worth and greatness has been scaled and measured through all ages by self-sacrifice for others' good. The high mark was set, which is as high as the universe and as long as time, at the Cross. We see in this Fountain a desire, in a practical and useful way, to benefit and provide for the people, one of the three greatest blessings in nature's storehouse. Light, air and water are the essential things of life. The citizen will be grateful, also the stranger that may sojourn for a time in our beautiful town, and the impression that he may receive will go a long way in his mind, in determining to settle with us, if in search of a home. I have placed the character in this form:

A POEM

I came to a town not far from the sea;
What vigor, the air tonic, what else can it be.
The land views enrapturing enchanting, they were,
Look seaward, breeze fluted, the sun's golden glare.
My eye sought the portals of the peaceful abode,
The lawn, porch and parlor peopled with beauty enrolled,
With swift pace through avenues, firm to step and hoof;
Can here be the fountain of perpetual youth?

I came to the street, that busy men tread,
In the distance, all ages, to care firmly wed;
They pause at a shrine, then seek its cool shade,
They place to their lips, a glance upward is made.
Yes, there halts a Coach, the reinsman in black,
Gets down from his perch, like an auctioneer's rack.
The steeds are impatient, with a prayer for release,
Plunge eye deep in bubbles, Oh! when will they cease?

A little dog trotting his endless rounds
Passed up to his privilege, with a sideway bound;
Methinks, to his mind, as he laps the cool drink,
Its the funniest Old Rock, as he gives it the last wink.
God bless the daughters of ever "Willing Hands,"
"In His Name," is their motto, may it reach every land,
Aid the hungry and thirsty, as many as can,
In the name of the Master, the Mighty, "I Am."

On July 19th, application from Hose Company No. 2, accompanied with a list of members, was received, requesting the Council's recognition of the company, and that they be accepted as under the jurisdiction of Mayor and Council. The communication was accepted and the request complied with.

A chemical engine was procured and the major part of the money furnished by the Hose Company No. 2, from the proceeds of an entertainment held at the Grand View Hotel for that purpose. It proved to be a very valuable addition to our fire department equipments, as proven at

the Wooding Cottage, where it completely subdued the flames that seemed to have engulfed the building.

The borough now possessed a fire department that any country town could have envied; first, the Hook and Ladder Company, with all the appurtenances necessary for that branch; then, Hose Company No. 1 and Hose Company No. 2, each equipped with carriages and five hundred feet of hose, to be supplied from seventy-five properly located hydrants. The water pressure was all that could be desired, from the stand pipe, located 210 feet above First Avenue, with the stand pipe itself 35 feet in height; and last, but not least for quick work at an early fire, may be added the above chemical engine.

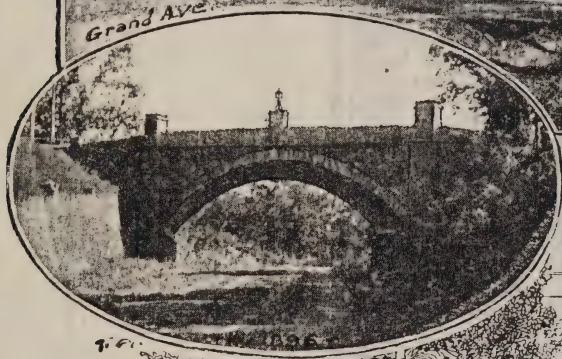
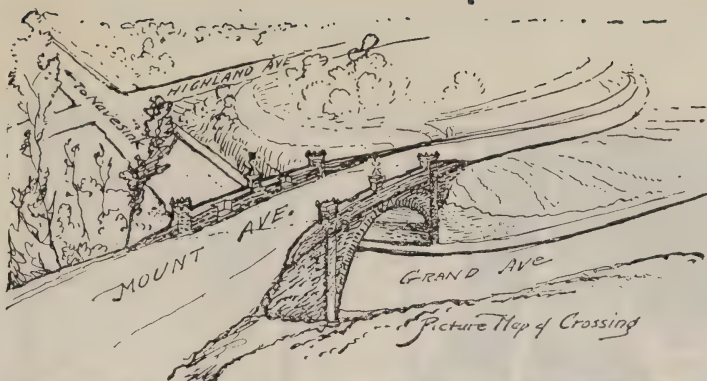
LOCATING CENTRAL BAPTIST CHURCH BUILDING

At a meeting held December 15, 1893, it was decided to purchase the two lots on the northeast corner of Third and Highland Avenues, of Mr. S. B. Downes, (purchase price, \$3,600.), for the erection of their church building. This was accomplished, after much difficulty and labor. They desired a corner as a location, and every one owning a corner seemed to be fully aware of that fact, and very promptly came forward tendering us their corners, occupied by buildings of such a character and condition as to make the price asked range from \$6,000 to \$7,000. As the contents of the lots were of no use to us, we were compelled to select the present location, which proved to be the best and cheapest of them all.

The original planing mill of the town originated and was continued by Captain Thomas M. Woodward, until his death and was situated on Avenue A, near South Avenue. It was afterward continued by James Stryker of Parkertown. It did not prove a very profitable investment for either proprietor, and the enterprise was finally given up.

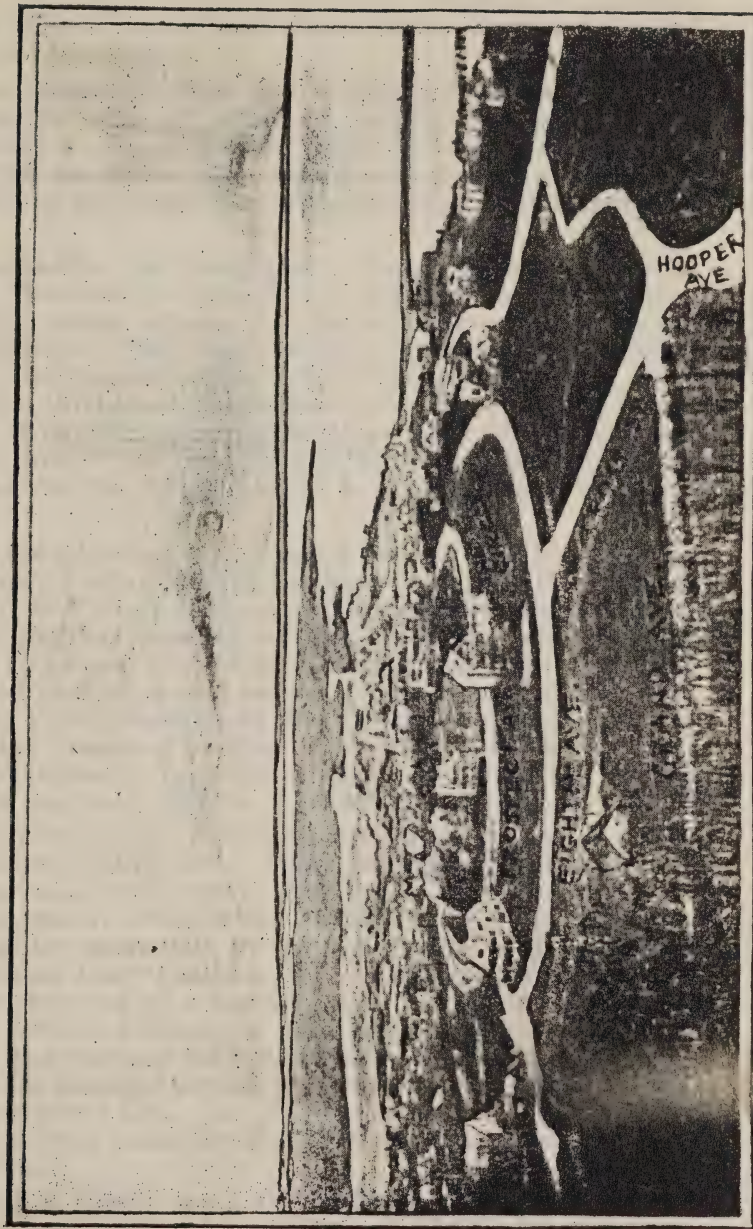
This enterprise was followed by another, in the same line, by Messrs. Houser and Paddock, on West Valley Drive, near First Avenue. This concern had the financial support of Mr. Paddock's brother of New York, and proved to be of great service and convenience to the town, through its energetic proprietors. They did an extensive business in all lines pertaining to their department. They continued for several years, but were finally compelled to succumb, through the financial depression of the times, which caused a lack of business in their line.

These men were ingenious, and found ready employment in almost any line of mechanical work. Mr. George



Mount Ave. "over the Top" 1922

OONVEHKOI BRIDGE ERECTED BY THE BOROUGH AND PUBLIC-
SPIRITED CITIZENS. DESIGNED AND SUPERINTENDED BY GEO. F. LAWRIE.



VIEW OF ATLANTIC HIGHLANDS AND THE BAY SHORE
LOOKING WEST FROM THE LEONARD OBSERVATORY

Mackey erected a machine shop on Washington Avenue, between First Avenue and the Central Railroad freight station, for their use.

John Houser's time was occupied for some years in that, together with Mr. Mackey's fertilizing and oil factory at Belford, N. J. J. Nelson Paddock was more in attendance at the machine shop, doing work for the residents of the town, in all kinds of mechanical repairs and construction.

Meanwhile, he developed valuable patents of mechanism. The most prominent thus far was the construction of a water power engine, that seemed to combine economy and efficiency. The result of this invention was divided among J. M. Quackenbush, Percy Falkenburg and Mr. Paddock, who interested themselves in its development. The amount of capital necessary to place it on the market was so great that it was thought best to sell the patent, which was done, for the sum of \$1,500, to N. J. Johns of Huntington, Vt.

At the close of the present year, 1893, negotiations were entered into by Paul Buchanan of Newark, through his nephew, Robert Boa, which resulted in the establishment of another planing mill on property purchased of Thomas H. Leonard. The site selected was located on, and comprised part of, a plot between Washington and Lincoln Avenues, West Avenue and the Central Railroad, and adjoining the pumping station. This plot had been divided, by the purchase of the right-of-way of 11,675 feet, by the Navesink Railroad, October 1, 1889.

The planing site purchase occurred January 27, 1894, and contained 5,000 feet. Upon this property was erected a planing mill, by Mr. Boa, which was continued in operation to April 4, 1895, when 12,000 more feet were purchased, of the same plot, by the same party, for the purpose of extending their business, but which eventually proved to be the locating of a lumber yard, which was called the Corning Lumber Company. This produced additional business for the planing mill, in addition to the business furnished by the original lumber yard, now owned and operated by Hopping and Ely. But the condition of the building business for the town, for the following years, gave it varied success.

Mr. Boa finally gave up the business and it was continued by Leo J. Aimer and others, until 1897, when it came under control of the Corning Lumber Company, superintended by John L. Ingling, until the present writing, 1898.

We should not close the year without recording the unexpected and severe storm that occurred on the night of the twentieth of August, of this year, and did great damage to the yachting interests of the town. The morning light of the following day revealed the wreckage of twenty of our beautiful vessels. Among the losers were Colonel Benson, Captain Letts and Mr. George Lawrie.

CHAPTER LIX.

INSTANCES OF 1894.

On January 15th, there was a Hook and Ladder Company organized at Sea Side (Parkertown).

On January 20th, ground was broken for the erection of the New A. M. E. Paul Quinn Church of Hillside, on lots purchased of Mr. M. C. Lohsen of Belford, N. J.

This year a second attempt was made to establish a free public library. The first was a commendable effort made by a group of young ladies, but, like many other new enterprises, it seemed a little ahead of time. The present was made, backed by Mrs. Emma Hatfield, who interested several wealthy people of New York. The library was supplied with 600 or 700 volumes and, beside this liberal donation, Mrs. Hatfield had been guaranteed a subscription of \$100 from a New York lady.

A room was secured, after much difficulty and delay, in the Bartleson Building on First Avenue. It was called the "Forest Library and Reading Room," and placed under the supervision of Miss Emma Crate. This enterprise, we are sorry to say, had a limited existence, though this fact should not detract from or place any discredit upon the faithful efforts of those who were immediately interested in it. Its location, on the third floor, and the stringency of the times, financially, caused its discontinuance.

The following is a poem composed by Miss Marie Brush, a former resident of our town, for the 22nd of February of this year:

WASHINGTON'S BIRTHDAY POEM

All hail, to this day of all days!
The hearts, full of fire from the past,
Send forth to the new world of praise
A message of truth from the last.

Let the Nation around us rejoice
And tell of its hero so brave.
Let us honor his name, though his voice
Has long been asleep in the grave.

Mark ye! at the hour of death,
He murmured so faintly and low,
"I die hard," said he, with his last breath,
"But I am not afraid to go."

The hero of heroes we know
 Father of his country was he.
 Hold high, then, our flag, honor so,
 That ever our hero shall be.

Of all the great men of the past,
 Of him, alone, we can relate—
 His birthday can never recast
 But cast for our peace as he mete.

First in war, first in peace, was he,
 And we know that's not all, for then
 He was, what is far better to be,
 The first in the hearts of all men.

The progress of wisdom, we owe
 To him, whom we ever adore,
 And here, honor all high and low,
 So will honor his name, evermore.

And, beautifully said, by a friend,
 The father of country still lives.
 This country he'd ever defend,
 All men, his defense, ever gives.

The last of our old hero band,
 Who fought for the state, yet so dear,
 The Union, throughout all the land,
 Will honor our veterans here.

Our soldiers we ever will praise,
 As long as the armies still last;
 The peace we enjoy in these days,
 Is now the result of the past.

Then peace to all strife in the land,
 The army, which fought bravely through,
 Our soldiers all honor demand,
 Such praise where just praises are due.

Then hail, to this day of all days!
 And honor till work here is done,
 Yes, honor, and ever give praise,
 To the name of our George Washington.

MARIE BRUSH.

At a borough meeting held on March 6th, the writer handed in his resignation as Mayor, after six years' continuous service, from 1887 to 1894, with the exception of 1889, when Mr. J. E. Foster occupied the chair. It is a simple fact, though I would prefer some one else to say it, that during my six years of service, I had never missed a regular or special meeting.

My resignation from the Mayorship, one year before the expiration of the term, was admitted by my friends as proper, considering the years of incessant labor made necessary by the small amount of money appropriated for borough purposes, at this early stage of the town's development.

The rate of assessment for the first years was one-third of one per cent, then one-half of one per cent, and finally one per cent. This was a low rate, and it required the greatest economy on the part of the officials to keep out of debt, with the demands on every hand for new and better road beds, reaching out to new residents, in all parts of the town.

The last years, more than any, had taxed my energies and time, in the construction of the water and sewer systems. Much additional labor developed, and devolved upon me, from the fact that the Borough Clerk was not available except at the appointed meetings of the Board. As he had no permanent business in town, much labor fell upon me which he would gladly have done, had he been differently situated.

The amount expended for the completed systems was kept below the amount appropriated (\$100,000), although unforeseen outlays presented themselves as the work progressed, such as the filter plant, to remove the excessive amount of iron from the artesian water, and construction of a separate stand pipe adjustment on the main stand pipe to provide water for the Hill property in completeness.

These two items amounted to about \$8,000 (see Engineer Bassett's report). This, with other things that were not in evidence originally, were provided for with the \$100,000, with a balance of several thousand dollars over.

The wonderful growth of the town at this time, produced by the financial condition of the country, and the impetus produced by the introduction of the water and sewer system, made it necessary to make some extensions that amounted to about one and one-half miles of water main, and about the same of sewer extension, to reach the new residences erected or being erected since the mapping out of plans in 1892. Both of the additional expenses were met by the very convenient balance still remaining in the treasurer's hands, of the \$100,000 appropriated, and the borough receipts from taxes and licenses, which left us with almost an even balance sheet (see N. H. Roberts', treasurer, report, 1894.) This was made possible by the saving on our street expenditures of that year, while they were occupied by the water and sewer contractors.

The treasurer's report of that year developed a long list of delinquent taxpayers and water takers, that still exists at present writing (1897), that compelled him to borrow by notes, for an equal amount. It was no fault of his, that the people did not pay him, and in explanation on

404 FROM INDIAN TRAIL TO ELECTRIC RAIL

the part of the people it was stated that the connecting of their houses for both water and sewer in one year (1893), produced a lack of means to pay their tax, and, with the financial conditions since May of that year to the present time, the unpaid tax list has steadily increased and the treasurer's loans have correspondingly increased.

As everything had now been completed, and was in as good shape as possible, I decided to vacate the chair to receive a needed rest.

The following is the financial report of the borough for the year ending March 7th:

STATEMENT		Disbursements over assets.... 1,606.67
Balance on hand.....	\$ 667.35	
Unpaid road tax, 1891-92....	254.64	\$9,500.00
Unpaid road tax, 1893.....	702.84	Liabilities, notes in bank....\$9,500.00
Unpaid borough tax, 1893....	1,503.86	N. H. ROBERTS,
46 oil barrels.....	52.50	Collector and Treasurer.
Unpaid sidewalk account in		Passed by the Auditing Committee
hand of treasurer.....	185.49	and found correct on March 7 1894.
Water and sewer rent due for		Percy Falkenburg.
year ending July 1, 1894....	3,053.14	William Letts.
Unpaid sidewalk account, in street		J. H. Van Mater.
superintendent's hands....	476.82	Sworn and subscribed before me this
Centrifugal pump.....	500.00	seventh day of March, 1894.
Iron pipe on hand.....	438.00	S. T. CHAMPION,
Vitrified pipe on hand.....	58.69	Justice of the Peace.

COST OF WATER AND SEWER SYSTEMS TO DATE

Water distribution system, 8.45 mi., Hillpot & Ayres, (less stock on hand)	\$ 29,377.71
Sewage system, 7.5 mi.; sewers, 1.9 mi.; drains, Conover & Newton....	36,744.49
Combination standpipe and foundation, Tippet & Wood.....	7,300.00
Conover & Newton.....	1,030.91
Pumping station, Jno. Geary.....	5,164.40
Pumping machinery, Barr Pumping Engine Co.....	5,212.89
Filter plant and air engine, Continental Filter Co.....	4,850.00
Wells:	
Artesian, Kisner & Bennett.....	1,421.35
Receiving well, Jno. Geary, etc.....	1,430.00
Sundries:	
Manhole buckets.....	\$ 243.00
Nason Mfg. Co.....	166.63
J. S. Edwards & Co.....	700.00
Macknet & Doremus.....	27.14
Flush tanks.....	765.00
Sundries.....	84.26
Land and Rip'in rights.....	2,750.00
Inspection, C. Ph. Bassett.....	4,736.03
Engineering, C. Ph. Bassett.....	1,500.00
Total cost.....	4,701.19
	\$103,468.88

The following extensions were made to the water and sewer systems after proposals were received from contractors, and were in excess of the estimated work to be done by the borough for the \$100,000 authorized expenditure.

WATER SYSTEM

6 inch pipe, 112 feet at .595.....	\$ 63.64
4 inch pipe, 2,185.6 feet at .395.....	857.81
111.4 pounds specials, at .025.....	27.85
Pipes and specials left over.....	206.00
	\$1,158.30

SEWERAGE SYSTEM

Street	Pipe	8 in. Y	M.H.	L.H.	F.T.	Casting
Center Avenue, 8 inch.....	155	3				
Railroad Avenue.....	250	15	1.5		1	365
Shore Line.....	1,218	26	2.3	27.5		1,460
To Mrs. Pope's.....	313	9	7.0	7.0	1	365
Fifth Avenue.....	361	11	7.1	7.4	1	365
Highland Avenue.....	682	21	26.0			1,095
Grand Avenue.....	176	4	6.3			365
Seventh Avenue.....	970	38	13.5	7.5	2	730
Third Avenue.....	452	17			1	
Hooper Avenue.....	399	16	14.6		1	730
B'th A. Drn. 6 inch.....	445					
".....	411			25.5		
Bay View Avenue, 6 inch....	150					
8 inch pipe, 4,976 feet, at .43.....						\$2,139.68
8 inch Y, 160 feet, at .60.....						96.00
6 inch pipe, 1,006 feet, at .40.....						402.40
M. H., 108.3 at 3.....						324.90
L. H., 74.9, at 3.....						149.80
F. Tanks, 7 at 77.....						539.00
Castings, 5,475 pounds, at .03.....						164.25
Stones, connection extra.....						7.50
Manhole buckets.....						22.00
Total						\$3,845.53
Total, both.....						\$5,003.83

STATEMENT

Total cost of water and sewer systems to date.....	\$103,468.88
Total cost of systems as per original contracts.....	98,465.05
Extensions of systems to date.....	5,003.83

 \$103,468.88

In the spring of '94, the Government constructed a railroad between Sandy Hook and Highland Beach. A part of the space was placed on piling.

The regular borough election was held March 13th of this year, and resulted in the election of the following officers: Mayor, Jacob T. Stout; Councilmen, Jacob M. Quackenbush, D. Jones Roberts; Borough Clerk, Frank A. Morehouse; Assessor, Edgar H. Cook; Collector, Nathaniel H. Roberts; Commissionsers of Appeal, Samuel T. White, Edward Hooper, John B. Swan; Judge of Election, William F. Mount; Inspectors of Election, Lewis S. Sculthorp, John B. Valleau; Poundkeeper, Chas. Conover.

The organization of the new Council met to be sworn in on the 20th inst. We will record it as stated by the "Press":

"A quiet company of citizens assembled in the truck house on Tuesday afternoon, about 3 o'clock, to witness the ceremonies of inducting borough officers-elect into their offices. Mayor Thomas H. Leonard, Clerk S. T. Champion and ex-Councilman Falkinburg were of the number.

"The Mayor called the meeting to order and requested the clerk to administer the oath of office to the officers-elect. Accordingly, Clerk Champion read a report of the late borough election and proceeded to administer the oath to Jacob T. Stout, Mayor; D. J. Roberts and J. M. Quackenbush, Councilmen; N. H. Roberts, Collector and Treasurer;

Frank A. Morehouse, Clerk; E. H. Cook, Assessor; Lewis S. Sculthorp, Inspector of Election; S. T. White, J. B. Swan and Edward Hooper, Commissioners of Appeal. The Judge and one Inspector of Election were absent. After administering the oath of office, the ex-Clerk formally surrendered the books and papers of the borough to the new Clerk, and ex-Mayor Leonard escorted Mayor Stout to the official chair.

"No speeches signalized the occasion. The Council proceeded at once to business. Treasurer Roberts' bond was fixed at \$5,000."

The new Mayor needs no introduction, as he had served already in official capacities, and has previously been referred to in this book, as a Councilman.

Mr. J. M. Quackenbush, one of the new Council members, is a man of mature age and experience, born and reared in old Monmouth, and near its old battle fields of Revolutionary times. He may have imbibed in a degree the spirit of Washington and his subordinates in the histories of Old Tennent Church and Freehold. He came to us about 1890. He left the fertile fields of Englishtown to engage in the mercantile branch of our commonwealth and soon became one of our leading grocery merchants.

Mr. D. Jones Roberts, another new member of the Council, is from one of the original families of this place, and needs no special introduction. His father owned and cultivated for many years what is known as the "Roberts tract" in our borough limits. Reverend Thomas Roberts, the grandfather, did more for this section of the county in its spiritual uplift than any other man. Mr. Roberts, since leaving the farm, has been engaged as building contractor, and has shown that aptitude in his profession that his family possesses.

Hoff and Chamberlain of Brooklyn, purchased from J. M. Johnson, the drug store, formerly owned by Dr. H. A. Clark, and established the business, about May 1st.

Ground was broken on March 23rd for the new Methodist Church on Third Avenue.

The laying of the corner stone with appropriate ceremonies occurred on May 1st. The following is the account, taken from the "Journal":

"On Tuesday afternoon the corner stone of the handsome new M. E. Church in course of erection on Third Avenue in this town was laid with appropriate ceremonies. The attendance was large, and the weather delightful for outdoor ceremonies. The pastor of the church, Reverend J. B.

Haines, led the exercises, aided by Reverend W. P. C. Strickland, Presiding Elder. Other ministers present were Dr. E. C. Curtis, Reverend Robert Emery, Reverend F. C. Colby and Reverend Edward Loux."

THE FIRE BELL

Dr. E. C. Curtis donated the Tabernacle bell, and D. Lane Conover the timber for the erection of a tower. With these, and a donation of \$50, the Fire Department was for the time provided with a good substantial fire alarm.

On May 14th, the ground was broken for the new Central Baptist Church, corner of Third and Highland Avenues.

The work of excavating for an iron bridge on Center Avenue, over Many Mind Creek, was begun on May 20th.

CHAPTER LX.

INCREASING THE BOROUGH WATER SUPPLY AND THE DEDICATION OF THE M. E. AND C. B. CHURCHES.

1894.

As the water and sewer systems of the borough are things of a permanent character, and the details of this construction will ever be of interest to the residents, I will insert the report of our engineer, Carrol Ph. Bassett, as published by him at the commencement of the work. (See Bassett's report.)

As recommended by the outgoing Borough Council, the new Board in May, '94, commenced to increase their water supply in anticipation of more takers for summer use and the large supply that might be necessary to furnish the Central Railroad.

REPORT ON COMPLETED PUBLIC WORKS,

ATLANTIC HIGHLANDS, N. J.

CARROL PH. BASSETT, M. Am. Soc. C. E.

1894.

Summit, N. J., February 28, 1894.

Mayor and Borough Council, Atlantic Highlands N. J.,
Gentlemen:

Now that the final plans, records and estimates of the completed water and sewerage systems in your borough have been delivered to you, the plants are in smoothly running condition, and a settlement has been made with the various contractors, a rapid review of the projects and their history may profitably be made a permanent record.

On September 13, 1892, before surveys and detailed plans had been made, at a public meeting called by your direction to consider the desirability and feasibility of introducing water and sewerage in the borough under the provisions of existing legislation, I outlined the situation, as I saw it after a preliminary examination, as follows: Two sources of water supply are apparently available—(a) Ground water collected in large dug wells in the unpopulated highland valley south of the borough; (b) artesian water from beneath the marl strata from wells bored on the flats near tidal level. Without electing either source until further examination, it was stated that, for \$60,000, a competent supply could be developed from one of these sources, substantial pumping station and machinery erected, and stand-pipe, holding from 150,000 to 200,000 gallons, constructed on the high land within the borough, and seven miles of mains laid with fifty hydrants and necessary valves and appurtenances. This cost was further itemized as follows:

Wells, pumping station and pumping plant.....	\$15,000.00
Stand-pipe	5,000.00
7 miles of mains, 4 in. to 10 in. and appurtenances.....	35,000.00
Incidentals, supervision and engineering.....	5,000.00

Total\$60,000.00

Concerning sewerage, it was stated that a separate system, receiving house sewerage and embracing six miles with its various appurtenances, could be constructed as follows:

Six miles at \$4,500.....	\$27,000.00
Incidentals, supervision and engineering.....	5,000.00

Total\$32,000.00

It was remarked that if works for the partial purification of the sewage or a long line of outfall sewer in the bay were found necessary, additional allowance would have to be made.

It will be interesting to note how well these preliminary estimates have been justified by more complete information and later experience.

Under date of October 4, 1892, I submitted at your request a proposition to take complete charge of the design and construction of water and sewerage systems for your borough, but not until December 14 was I informed of your acceptance of my proposal, with slight modifications. The acceptance of the proposition was coupled with a request that the work progress as rapidly as possible. In the meantime an agreement had been made under my direction, with Messrs. Kisner & Bennett, of Belmar, N. J., to sink a test well on property on the south side of Lincoln Avenue, near the railroad, to determine the availability of artesian water. This agreement was so drawn that if the prospecting were successful, the borough would secure the advantage of as low rates for the work as if the entire work to be done had been contracted in advance. Before the well-sinking began, it was thought, from the known depth of the Keyport well, which had just been constructed, and a knowledge of the dip of the clay marl strata as ascertained by the State Geological Department, that an efficient supply of water could be secured at a depth between 450 and 470 feet. After passing through a few feet of vegetable deposit, 14 feet of marl were met, and then more than 30 feet of fine gray sand containing considerable water were passed, when six feet of clay were met. Below this depth considerable uncertainty existed in the record of strata passed on account of the difficulty of collecting samples with the process adopted in sinking the wells, but it is believed that alternate strata of close, water-soaked sand and varying clays were passed until, at a depth of 423 feet below tide, a stratum of water-bearing sand was encountered 45 feet in depth, and in this stratum 40 feet of screen were placed in the well. The natural flow, of this well approximately four feet above tide was fifteen gallons per minute; the maximum height to which water rose was 6½ feet above high tide, and it was impossible to lower the water more than sixteen feet below tide when pumping at the rate of 100 gallons per minute. The analysis of water from these wells indicated a high organic purity, but the presence of considerable iron, in the form of bicarbonate. A certificate of analysis made by Prof. Leeds of Hoboken, is given herewith:

CERTIFICATE OF ANALYSIS.

When received, Dec. 22d, 1892.

Source of sample, well 464 feet deep, Atlantic Highlands.

DATA OBTAINED BY ANALYSIS.

		Parts in 100,000	
		No. 1	No. 2
1.	Free ammonia.....	0.008	0.008
2.	Albuminoid ammonia.....	0.0045	0.0035
3.	Oxygen required to oxidize organic matter....	0.179	0.125
4.	Nitrites		
5.	Nitrates		
6.	Chlorine	0.225	0.225
7.	Total hardness.....	6.125	
8.	Permanent hardness.....	2.25	
9.	Temporary hardness.....	3.875	
10.	Total solids.....	6.00	5.00
11.	Mineral matter.....	4.80	3.90
12.	Organic and volatile matter.....	1.20	1.10
13.	Other data.....	Much iron	No iron

No. 1.—Analysis of water in its original condition. Color, reddish yellow; taste, earthy, of iron; smell, none.

No. 2.—Analysis after treatment recommended below. Color, none, brilliant; taste, pleasant; smell, none.

In interpreting the results of this analysis, Prof. Leeds further said:

"This well water contains a large amount of iron, which is held in solution in the state of bicarbonate of iron. On exposure to the air the compound of iron is decomposed and oxide of iron is formed, rendering the water more and more turbid. This process is gradual, and even after filtration the colorless water again becomes rust colored from the oxidation and separation of more iron. But by the addition of 1 1-3 grains of lime to the gallon, oxidizing by means of air and then filtering, a brilliant, pleasant-tasting water is obtained, which remains permanently clear and contains no iron.

"The original water would not be fit for laundry use, but after removal of iron could be employed for this and all other domestic purposes."

The results thus obtained were considered sufficiently satisfactory to warrant the selection of an artesian source rather than the comparatively limited supply to be obtained from ground water in the manner already suggested. Kisner & Bennett were, therefore, directed to proceed with three other tube wells, one at least of which should be sunk only to the stratum approximately 120 feet below the surface, the others to enter the deeper stratum, the top of which is about 423 feet below the surface. The results from these two strata appear to be almost identical, both with regard to the character of the water and the height to which it will rise, while it is probable that the supplies to each stratum are entirely separate. It was thus possible to sink two wells within fifteen feet of each other, one into the upper and one into the lower stratum, without either affecting the other. This principle will, of course, be adopted in such extensions as may be made in the future to the plant as now constructed. Nearly double the quantity of water now available can thus be secured from wells to be sunk along the line of the pipe now connecting the existing wells.

While it was thought that pumping water from the wells would radically improve the character of the water supplied by them, it was believed that some process of artificial purification would be needed to efficiently prepare the water for delivery to consumers. Proposals were, therefore, received from the New York Filter Company for purification to be effected in the method suggested by Prof. Leeds, by the use of lime; but local objections arising to the use of any chemicals in the process, the Continental Filter Company of New York proposed

to enter into contract to erect a plant competent to purify 400,000 gallons per day, freeing the water entirely from iron and rendering it in all respects as pure as a sample prepared and analyzed, payment for the plant to be conditioned upon a 60-day test, during which time the specified results should be obtained. The principles of purification in their plant as erected are the slow passage of the water through a filter containing crushed quartz, and then through a bed of animal charcoal. Both filtering media, supported on perforated plates, are contained in wrought iron boiler shells and equipped with the necessary washing pipes for cleansing the media. Filters operate under a pressure approximately 135 lbs. per square inch with a loss of 2 or 3 lbs. During the early operation of the filter the company insisted upon the necessity for introduction of air into the media during periods of cleansing. The borough was unwilling to pass the air through the large water pump, and a Knowles air blower, 8 inches by 18 inches by 12 inches, was therefore secured and set up at a cost to the borough of \$350. The results obtained from the filters have demonstrated their ability to completely remove the iron during continuous use for twenty-four hours. I believe that the water now supplied gives general satisfaction.

If proper care is taken in this work, the borough can supply to its water consumers a quality of water seldom excelled in municipal plants.

It should be thoroughly understood, however, that the capacity of the filter plant is 400,000 gallons per day of twenty-four hours, or at the rate of about 280 gallons per minute, and this rate must not be exceeded if efficient purification of the water is to be effected. The importance, also, of most thoroughly washing the filters at intervals of not more than twenty-four hours is emphasized as imperative.

Reference is here made to plan—showing arrangement of filters in the pumping station, and to the cut showing elevation of filters. Copies are here given of the certificates of analysis of water secured from the filters, and correspondence relative thereto:

New York, June 26th, 1893.

Mr. Carrol P. Bassett, C. E.,

My Dear Sir:

In response to your inquiries of Mr. Anderson about the presence of carbonate and oxide of iron in the filtered water from Atlantic Highlands, it gives me pleasure to state that all injurious quantities of such salts have been removed by the filtering process, and that no salts of iron have been left in the water in sufficient quantities to affect its potable or domestic use.

Believe me

Very sincerely yours,
(Signed) Charles E. Pellew, E. M.
New York, June 5th, 1893.

CERTIFICATE OF ANALYSIS

Sir:

The sample of water from the Continental Filter Co., marked "Highlands, Filtered," submitted to us for examination, contains in one U. S. gallon:

Appearance in two-foot tube.....	Clear, colorless
Odor	None
Taste	None
Chlorine in Chlorides.....	0.1933 grains
Chlorine equivalent to Sodium Chloride.....	0.3189 "

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Phosphates	Trace
Nitrites	None
Nitrogen in Nitrates.....	Trace
Free Ammonia.....	0.0081 grains
Albuminoid Ammonia.....	0.0069 "
Hardness equiv. to: before boiling.....	1.3341 "
Carbonate of Lime: after boiling.....	1.3341 "
Organic volatile matter.....	0.7289 "
Mineral matter.....	3.4407 "
Total Solid Residues, at 110 degrees C.....	4.1696 "

This water seems perfectly satisfactory for both drinking and manufacturing purposes.

Respectfully,

Your obedient servant,

(Signed) Charles E. Pellew, E. M.

To Mr. H. B. Anderson.

Chemical Laboratory
College of Physicians and Surgeons
Medical Department of Columbia College
437 West 59th Street.

C. F. Chandler, Ph., D.

C. E. Pellew, E. M.

New York, Dec. 12th, 1893.

The Continental Filter Company,
Gentlemen:

I have carefully analyzed the sample of filtered water from Atlantic Highlands submitted to me by Mr. Anderson on the 6th inst.

I am glad to say that the water is very pure and is unusually free from any evidences of contamination. It is also quite a soft water, its hardness being about the same as that of the Croton water, and, as the iron which it originally contained is entirely removed by the filter, the water is extremely well fitted for both drinking and manufacturing purposes.

Indeed, not only has your Filter Company come up to the terms of its agreement, but the borough of Atlantic Highlands is to be congratulated upon the possession of such an excellent supply of water.

From some details of the analysis I am led to believe that the source and nature of the unfiltered water has changed somewhat since last spring. The slight difference in the analysis resulting from this has had, however, no injurious effect upon the good quality of the water.

Believe me,

Very truly yours,

(Signed) Charles E. Pellew, E. M.

Reference is here made to the accompanying topographical map of the borough to assist in comprehending the description of the work herein mentioned.

On February 8th, 1893, after proper advertisement, bids were received separately for the construction of the Water and Sewerage Systems, it being specified that the work should be completed by June 1st, 1893. The work upon which proposals were received was as follows:

WATER SUPPLY SYSTEM.

Furnishing and laying 42,290 feet cast iron pipe, from 4 in. to 10 in. diameter; 10 tons of special castings.

75 double-nozzle hydrants.

106 valve gates.

Brick pumping station.

SEWERAGE SYSTEM.

Furnishing and laying 36,460 feet vitrified sewer pipe, 8 in. to 18 in. in diameter.

Constructing 115 manholes.

Constructing 30 flush tanks.

Constructing 75 ft. lamp holes.

Furnishing 65,250 lbs. castings.

1,100 ft. outfall 12 in. cast iron pipe in Sandy Hook Bay.

The length of piping in both systems upon which bids were received was in excess of the mileage originally suggested as possible within the \$100,000 authorized expenditure, and provision was made in the contract that the work might be decreased at the option of the borough authorities, as it was then thought possible that the eight miles of water mains and seven miles of sewers might be completed within the prescribed limit of cost, and lower prices would be likely to be received in direct proportion to the aggregate of work to be done. For the water distribution system, seven bids were received; the total of each bid upon estimated quantities, including the pumping station, was as follows:

J. B. Foley.....	\$30,801.40	Conover & Newton....	\$35,620.20
Inman Bros.....	30,940.70	T. J. Regan.....	38,607.50
P. H. Harrison.....	33,189.90	T. & B. Brady.....	47,269.32
Hillpot & Ayres.....	33,612.75		

Upon investigation it was not considered to be the interest of the borough to award the entire work to any of the three lowest bidders, and accordingly the contract for the water distribution system was awarded to Hillpot & Ayres, of Bound Brook, N. J., and a separate contract for the pumping station was made with John Geary, of Atlantic Highlands. Reference is here made to the map of the borough showing water distribution system as constructed.

For the construction of the sewerage system twelve bids were received, aggregating for the estimated quantities as follows:

Warren & Carroll....	\$23,213.82	Hillpot & Ayres.....	\$37,065.60
Conover & Newton....	30,677.10	P. J. Plunket.....	37,946.85
P. H. Harrison.....	31,546.00	McKiernan & Bergen..	41,319.58
O'Reilly & Smith.....	35,729.90	McTague & Wells.....	42,093.23
Morgan & Mitchell...	36,884.20	T. J. Regan.....	48,803.75
Gardner & Barnet....	36,982.85	T. & B. Brady.....	67,831.50

The lowest bidders were glad to withdraw their bid when opportunity offered, as their figures were far below fair cost for the work, and the borough accordingly entered into contract with Conover & Newton for the construction of the work, making a change in the plan for outlet sewer, increasing its stability by a double row of piles and additional bracing, in place of a single row, as originally designed, and making provision for the possible insertion of an additional line of piping upon the frame work supported by the piles. For section of this work see plan. This change in design increased the price of outlet \$2.50 a running foot. Reference is here made to the map of the borough showing sewers as built.

On March first, 1893, proposals were received for furnishing and erecting a combination stand-pipe for the high and low level districts and pumping machinery, consisting of two 50 H. P. boilers and one three-quarter million gallon pumping engine, with pipe connections and appurtenances.

In the design for stand-pipe an entirely novel feature was introduced to meet the special topography of the borough.

The highest summit lies at the eastern end of the borough. About 2,000 feet west of this is another and lesser one with an elevation of 120 feet above tide water. It would naturally appear, upon a preliminary study of the situation, that these two summits afforded excellent locations for high and low service stand-pipes, tanks or reservoirs, and this arrangement was considered. The lower summit is at the top of an almost circular knoll, and is the location of a small private park, all rights in which are held by the owners of the dwellings which entirely surround it. Their consent to the location of a stand-pipe in this park would be given only upon condition that it be an ornamental one provided with an observatory and staircase, and to this the public would be refused access. On the other hand, the owners of the land on the eastern and higher summit offered as a gift for the purpose of a stand-pipe and reservoir a lot 100 ft. by 275 ft. upon the very summit of the hill, practically free from all restriction except that the structure erected be ornamental. The high-service area to be supplied from this point was small, and only a small tank would be required. However, the natural and topographical conditions already referred to called for an observatory at this place, and the stipulations of the donors of the land for a more or less ornamental structure. Should a single stand-pipe be built upon the highest land, it must of necessity be at least 45 feet high, the water level never falling below 30 feet, in order that the high-service district secure adequate domestic pressure. But, for the low-service the water pressure could be radically reduced, in fact, when the increased population warranted it, a reservoir sunk beneath the surface of the knoll would furnish abundant head. It was, however, calculated that the cost for the combination stand-pipe, which was finally adopted, would be less than for two perfectly plain stand-pipes in separate locations, while the ultimate economy of the design would be more material. If it is also kept in mind that anything adding to the attractiveness of Atlantic Highlands to summer

visitors should be looked upon in the light of capital, the advantages of a permanent observatory on the highest land in the borough become apparent.

For these and other reasons, in place of two separate stand-pipes, one combination pipe upon the higher summit was decided upon; this embodies a high-service tank, a low-service tank, and an observatory 50 feet above the surface, reached by spiral staircases on the tanks.

Only one proposal was received for the construction of the stand-pipe, although all the principal manufacturers in the East were directly apprised of the work. On account of the reasonableness of the proposal and the high



Standpipe

standing of the firm from which the proposal was received, a contract was made with Tippet & Wood, of Phillipsburgh, N. J., for the erection of the stand-pipe upon a foundation to be constructed by the borough for \$7,300. The foundation was constructed by Conover & Newton by contract for \$1,030.91.

A firm natural foundation of compact sand and gravel is found at the site of the stand-pipe. The artificial foundation consists of concrete thoroughly rammed in layers of six inches, thirty-six feet in diameter and four feet deep, three feet six inches being below and six inches above the surface. Concrete is thoroughly packed around the inlet, outlet and overflow pipes. That part of the foundation under the bed plate of the central column is of Portland cement concrete. The concrete is composed of one, two and three parts of cement, sand and broken stone respectively.

By reference to the accompanying illustrations, the details of the stand-pipe may be understood. Resting upon the concrete foundation, is the low-service stand-pipe, directly connected with by far the larger portion of the system of water mains. This tank is thirty feet in diameter and thirty-five feet high, having a capacity of 178,000 gallons. Resting upon the same foundation, and imbedded one foot in the concrete, is a four-foot square cast iron bed plate carrying a hollow cast iron pillar extending vertically through the center of the low-service tank to a height of thirty feet above the foundation. This supports the high-service tank, fifteen feet in diameter and twenty feet high (having a capacity of 19,800 gallons below the overflow pipe); the upper fifteen feet of it is, therefore, elevated above the top of the lower tank. Spanning the space between the top rim of the lower tank and the side of the upper one is an annular ring of sheet iron, the joints of its plates with each other and with the sides of both tanks being water tight under pressure. In the bottom of this upper tank is a flap valve opening upward through which water from the lower may enter the upper tank, but preventing reverse passage. An overflow pipe with its funnel mouth at present five feet below the top of the upper tank extends downward through both tanks and discharges into a waste drain; and a ventilation pipe carried upward from the top plate of the lower tank to a point slightly above the top of the upper one gives free communication with the air and permits the emptying or filling of this tank independently of the other. From the pumps a ten-inch main leads into the bottom of the lower tank, serving as both inlet and outlet point slightly above the top of the upper one gives free communication with the air and permits the emptying or filling of this tank independently of the other. From the pumps a ten-inch main leads into the bottom of the lower tank, serving as both inlet and outlet for the low-service. Parallel to this, for a distance of about ten feet from the tank, and connected with it a four-inch cross-over, is a four-inch pipe leading up through the hollow cast iron pillar into the upper tank and serving as both inlet and outlet for the high-service. Valve gates are placed in the cross-over, and in both the four-inch and ten-inch mains between it and the stand-pipe, to control readily the delivery or discharge.

The operation may be explained as follows: Both tanks being empty, the valve in the ten-inch main will be opened and those in the four-inch main and cross-over closed. The pumps being started will then force the water through the ten-inch main into the lower tank. When this has been filled to a depth of slightly more than thirty feet the valve in the bottom of the upper tank will open automatically, admitting water into this tank, which will in turn be filled to the level of the overflow, when pumping should stop. If the valve in the four-

inch main is opened, the connecting service pipes will be filled and both high and low service be ready for use.

When the pressure from the pump is lowered the weight of water in the upper tank will close the flap valve in the bottom as soon as consumption begins on the low service, thus shutting of all connection between the high and low service, as the valve in the cross-over has remained closed. The high-service tank, will, of course, require filling infrequently on account of the small district it supplies. The frequency will vary with the increase of population in this district, which, from its desirable location, is expected to be completely occupied by the wealthier class of citizens, with small population per acre. The area of this high-service district is, however, small, and for several years the upper tank need be filled but once or twice per week. In case of fire on the high-level district, in addition to the protection furnished by the water stored in the upper tank, water may be directly pumped into the mains supplying the district by operating the proper valves (closing the ten-inch and opening the four-inch in the cross-over). By closing the valves in either the ten-inch main or four-inch main, either tank can be cut off from the system and cleaned or repaired.

A spiral stairway on the shell of the tank furnishes means of ascent to the annular platform on top of the lower tank and to the circular top of the upper tank. Entrance to this stairway is controlled by a locked gate at the top of the first flight.

The lower stand-pipe has nine plates in circumference; the upper one five. The first two plates of the lower stand-pipe are 9-16-inch thick, the next two 7-16-inch thick, the next three 5-16 thick. The bottom is 3-8-inch thick, and the top plate of the bottom stand-pipe is 5-8 inch thick, supported on angles and braces as shown on the plans.

All horizontal seams are single riveted, lap joints; all vertical seams are double riveted, lap joints.

A manhole is built in a lower sheet of the bottom stand-pipe.

All wrought iron is tough, fibrous, and of uniform quality, that for plates and angles showing a minimum ultimate tensile strength of 48,000 pounds per square inch.

Supporting the top plate of the lower stand-pipe, which acts as the floor of the lower observatory, are two sets of braces inside the tank, numbering 34 in all. Railings surround the observatory.

The load upon the concrete transmitted by the foot plate supporting the upper tank when it is full is about eighty pounds per square inch. Bolted to and resting upon this foot plate is a hollow cast iron pillar, one foot interior diameter and one inch thick, rising vertically to a height of about thirty feet above the foundation. Cast on this pillar are three rings against which butt twenty-four angle iron braces, serving to support the beams upon which the top tank rests, the braces being also bolted to the column.

Five-inch by four-inch steel tees, eight in number, radiate from the cast iron pillar upon which they rest, and are connected by a circular wrought iron plate to which they are riveted. Resting upon these beams and forming the immediate support for the upper tank are four-inch steel I beams spanning the spaces between the T beams and arranged as chords of three concentric circles. The upper tank has a bottom of $\frac{1}{2}$ -inch and sides of $\frac{1}{4}$ -inch iron, is twenty feet high and surrounded by a wrought iron railing. The top of this tank, also supported by five angle-iron radial braces, is $\frac{1}{4}$ -inch iron and serves as the upper observatory, 300 feet above tide. The circular orifice of the flap valve riveted to the bottom of the upper tank has a diameter of ten inches. Where all pipes pierce the bottom of either tank a

water tight connection is made by means of a cast iron flange surrounding the pipe, riveted to the bottom plate and caulked with lead around the pipe.

As the stand-pipe is placed at one side of the borough, while the pump is near the center; and as the pumping main also serves as a distribution main, this is practically a direct pumping system; the stand-pipe, in its character as a reservoir, acting mainly as a reserve for fire and other emergencies, and for supplying the night consumption, when the pumps will be idle.

An area of ground adjacent to the stand-pipe is held, sufficient for a covered reservoir, should this at some time be needed, in which case the pumping main would lead directly into the reservoir, and a branch from this main connect with the stand-pipe. The necessity for this additional storage may be created by future extension of population into districts south and east of the stand-pipe which are outside the present borough limits.

Reference is here made to the detail plan—showing the interior arrangement of the pumping station, the machinery, filters and connections. The accompanying illustration shows the exterior elevation from the east.

The building and chimney were erected by Mr. John Geary under contract for \$5,164.40.

In requesting proposals for furnishing and erecting the pumping machinery, the specifications were so drawn as to secure from manufacturers such special features as they were specially competent to furnish, the main features and results being specified. Four bids were received, as follows:

Barr Pumping Engine Co..	\$4,928	Henry R. Worthington....	\$6,360
H. B. Merrill.....	5,575	Deane Pumping Engine Co.	6,496

On account of the low price of the proposal submitted by the Barr Pumping Engine Co., objection was raised to that company. Competitors cited its inability to furnish good workmanship for the price and complained of the lack of experience of the company. For these reasons and because it was felt that the pumping machinery was one of the vital features of the proposed plant, and should therefore be of unexceptional character, considerable time was spent in investigation of the standing of and work done by the Barr Co., and even in comparing its works with that of their more solicitous competitors. The result of these investigations deepened the conviction that there was no occasion to pay to any other manufacturer larger prices for his workmanship so long as the Barr Pumping Engine Co. stood ready to assure the results to be secured by it.

The very excellent plant erected by this company under the contract with the borough has more than justified the decision of the borough authorities. It has a capacity considerably in excess of the requirements of the original specifications, and is in all respects tastefully and well constructed.

The pumping machinery consists of one three-quarter million gallon compound duplex condensing engine; two 50 horse-power horizontal tubular boilers; 1 feed pump; 1 Berryman feed water heater; 1 surface condenser and vacuum pump.

The pumping engine has:

High pressure steam cylinder, 14 inch.

Low pressure steam cylinder, jacketed, 20 inch.

Stroke, 18 inch.

all thoroughly brass fitted. With a piston speed of 60 feet per minute, the pump is capable of delivering 750,000 gallons in 24 hours through

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4,950 feet of 10-inch cast iron pipe to an elevation of 290 feet above foundations.

The boilers have a length of 12 feet and diameter of 54 inches.

Steel shell 5-16 in. thick in 2 plates.

Steel heads 7-16 in. thick.

Sixty-four 3- in. tubes.

Aetna shaking grates.

Dome 30 in. diameter, 34 in. high.

Manholes, one on front head below tubes. One on top of steam dome.

Boiler fittings:

2 $\frac{1}{2}$ in. pop safety valve.

1 $\frac{1}{2}$ in. blow-off.

1 $\frac{1}{2}$ in. check valve for feed.

3 in. stop valve for steam.

The boiler feed pump has:

Steam cylinder, 4 $\frac{1}{2}$ in. diameter.

Water cylinders, 2 $\frac{3}{4}$ in. diameter.

Stroke of 4 in.

Piping:

Steam pump, 3 in.

Exhaust, 4 in.

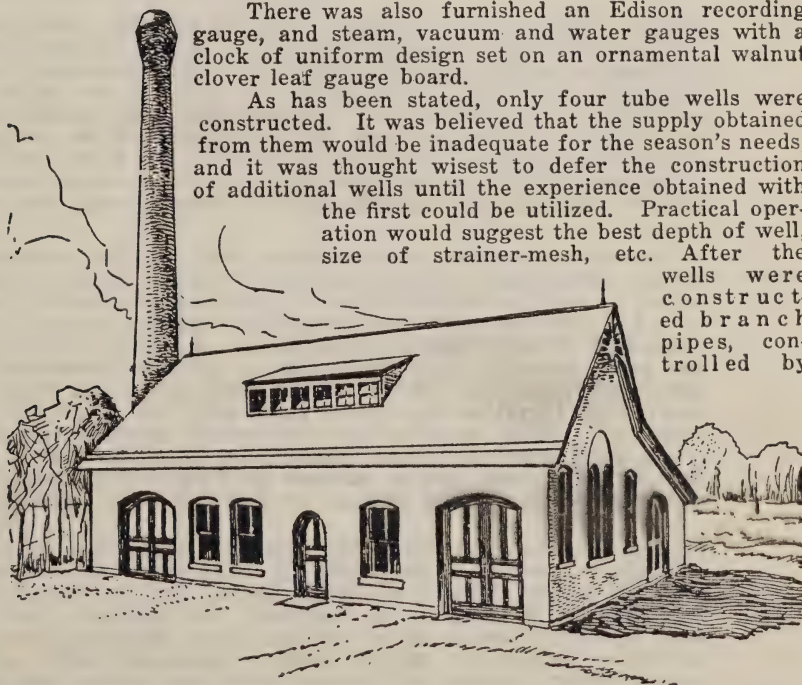
Suction of pump, 10 in.

Discharge of pump, 8 in.

There was also furnished an Edison recording gauge, and steam, vacuum and water gauges with a clock of uniform design set on an ornamental walnut clover leaf gauge board.

As has been stated, only four tube wells were constructed. It was believed that the supply obtained from them would be inadequate for the season's needs, and it was thought wisest to defer the construction of additional wells until the experience obtained with the first could be utilized. Practical operation would suggest the best depth of well, size of strainer-mesh, etc. After the

wells were constructed branch pipes, controlled by



The Pumping Station.

valves, were connected from each to a 10-in. cast iron main leading to a small shallow brick suction well close to the station, from which the pump drew its supply. The well end of this 10-in. pipe turned down to a point near the bottom of the well and remained sealed by water, thus affecting a syphonic action on the system of wells to such depth as the pumps drew the water in the suction well. This arrangement was made rather than a direct connection of the pump suction with the main pipe from the wells, as it was desired to discover and intercept sand, should it be delivered by the wells, before it reached the pump cylinders.

Soon after the pump was started, in the latter part of June, and the draft upon the wells was considerable, it was discovered that one of the wells was defective and was feeding sand into the system. This well was disconnected and examined, when it was discovered that the sand strainer had been badly torn and allowed the sand free entrance to the well, effectually choking it. This well was permanently abandoned. The loss of one of the four wells, reducing the supply supposed to be available 25 per cent., was unfortunate, particularly since the consumption of water on the system was much greater than anticipated.

It thus became necessary to draw the water lower in the three wells remaining for use than the syphon draft as arranged, and a 4-in. centrifugal pump, fed by steam from the station boiler, was connected to the main pipe from the wells and water delivered into a temporary trough above the surface leading into the brick suction well, partial aeration being effected in transit, and from there was taken by the large pump for delivery to the mains.

Considerable difficulty and extra expense were occasioned by the necessity of delivery water to consumers from a plant only partially completed continuously after July first. Residents had relied upon the supply, and it was felt that it must be given. Although the mains were filled on June 28th, the stand-pipe was not ready to receive water until August, and the filters were not ready to purify the water continuously until early fall. The result secured from a plant thus handicapped could not be so satisfactory as desired, but with the completion of the various appurtenances entirely efficient and economical results followed.

Experience with the tube wells led to a decision to construct a large suction well into which the syphon from the artesian wells should discharge. It was also proposed to so construct the wells as to secure such water as was available below the shallowest clay marl bed at a depth of about 20 feet. A well 20 feet in diameter and 20 feet deep, with bottom floored with timber and a thick layer of broken stone and sides of brick laid in hydraulic cement mortar, was accordingly constructed recently by Mr. John Geary under contract for \$1,080.00, and a ventilated roof placed thereon at a cost of about \$300. The water collected in this well is of good quality, and is protected from pollution by a practically impervious stratum of clay marl 15 or 16 feet below tidal level, which it is believed extends throughout the surrounding district.

Connections with the sewerage system were made as early as June 17th, and as desired after July 1st. About 140 properties, including all the larger hotels, availed themselves of the privilege during the year (1893), but it was not until December that Conover & Newton, contractors, had sufficiently completed their work to make it fit for final acceptance. The underdrain on First Avenue was allowed to become choked during construction and occasioned the greatest trouble before it was finally made efficiently operative. The amount of ground water

found in the sewer construction was much greater than the original information indicated. All of First Avenue and Valley Drive, and parts of Washington, Bay View, Highland, Lincoln, Asbury, Eighth and Center Avenues, were underdrained and large quantities of ground water were encountered. Permanent outlets for these drains are arranged at the foot of First Avenue through an iron pipe on the bulk-head and over the bluff north of Bay View Avenue above the Grand View Hotel. The ground water along the line of these drains has in some cases been permanently lowered as much as six feet. The porous character of the soil makes the drains especially effective. The total length of underdrains laid—the length of wet streets made dry—approximated 10,000 feet.

The results thus secured are worthy of special mention as being probably the first successful attempt in the State, on a large scale, to secure ground drainage beneath public sewers. The success attending this effort is therefore, especially gratifying.

In the water distribution system a considerable amount of 4-inch cast iron pipe was laid. This was possible, without the objection ordinarily raised to 4-inch pipe furnishing inefficient fire service, by feeding such pipes, whose longest independent length approximates 1,200 feet, on each end by a pipe of greater diameter. Such design effected material economy in construction cost without jeopardizing the service rendered. Very few hydrants are located on mains of diameter as small as four inches.

The system of charges for service rendered to premises connected with the water and sewer systems secured a revenue of \$1,687.75 for the first year from the sewers and \$4,122.34 from the water system, as reported by your superintendent, Mr. S. T. White. In a very short time, therefore, the investment made by the borough in these municipal improvements should become self-supporting and leave a large credit balance from the increased value of property and a substantial increase of population and private improvement that invariably follow judicious public betterments.

Summarizing the work done and its cost, we find as follows:

Water Distribution system, 8.45 miles, Hillpot & Ayres (less stock on hand).....	\$ 29,377.71
Sewerage System, 7.5 miles of sewers; 1.9 miles of drains, Conover & Newton.....	36,744.49
Combination Stand-pipe and Foundation. Tippet & Wood. Conover & Newton.....	7,300.00 1,030.91
Pumping Station. John Geary.....	5,164.40
Pumping Machinery. Barr Pumping Engine Co.....	5,212.89
Filter Plant and Air Engine. Continental Filter Co.....	4,850.00
Wells:	
Artesian, Kisner & Bennett.....	1,421.35
Suction Well, etc., J. Geary....	\$1,080.00
Well Cover.....	300.00
Sundries:	
Manhole Buckets.....	243.00
Nason Manufacturing Co.....	166.63
Joseph S. Edward & Co.....	700.00
Macknet & Doremus.....	27.14
Flush Tanks.....	765.00
Assorted	84.26
Land and riparian rights.....	2,750.00
Inspection, C. Ph. Bassett.....	1,500.00

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Engineering, C. Ph. Bassett..... 4,701.19

Total\$103,418.97

In comparing this work with the estimate (\$92,000) originally proposed in September, 1892, it will be seen that the additions secured are as follows:

Water pipe, 1.45 miles at \$5,000.....	\$ 7,250.00
Sewerage, 1.5 miles at \$4,500.....	6,750.00
Engineering, inspection and contingencies on above.....	2,000.00
Extra cost of combination stand-pipe.....	3,331.91

Total\$19,331.91

which, added to \$92,000 gives \$111,331.91 as the cost of the work which has been built on the basis of the original estimates, without taking into consideration the cost of filter plant (\$4,850), the necessity for which was not then anticipated, and cost of land and riparian rights (\$2,750) not included. It will thus be seen how well the original estimates have been justified and how reasonable has been the cost of work done under the contracts made. From other indications it appears probable that none of the contractors made any considerable profit.

Another somewhat different comparison it seems well to make. Early in 1893, after detail plans and estimates were made, and the question of \$100,000 bond issue to pay for the proposed works was submitted to a public vote, it was thought that more mileage of water and sewer pipes could be laid than was indicated by the preliminary estimate. A circular was therefore issued to the voters, setting forth the proposed extent of the systems. Of course, at this time the necessity for filter plant had not appeared nor had the combination stand-pipe been decided upon. The work on street mains, which has actually been constructed in excess of this prospectus is as follows:

WATER SYSTEMS

6-inch pipe, 112 feet, at .595.....	\$ 66.64
4-inch pipe, 2,185.6 feet, at .395.....	857.81
111.4 lbs. specials, at .025.....	27.85
	\$952.30

SEWERAGE SYSTEM

Street	Pipe 8 in. Y M.H.	L.H. F.T.	Cast-ings
Center Avenue, 8-in.....	155 3		
Railroad Avenue.....	250 15	1.5	1 385
Shore Line.....	1,218 26	32.3 27.5	1,460
To Mrs. Pope's.....	313 9	7.0 7.0	1 365
Fifth Avenue.....	361 11	7.1 7.4	1 365
Highland Avenue.....	682 21	26.0	1,095
Grand Avenue.....	176 4	6.3	365
Seventh Avenue.....	970 38	13.5 7.5	2 730
Third Avenue.....	452 17		1
Hooper Avenue.....	399 16	14.6	1 730
Bath Avenue, Dr. 6 in.....	445		
6 in.....	441		25.5
Bay View Avenue, 6 in.....	150		

The cost of which was:

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8 inch pipe, 4,976 feet, at	.43.....	\$2,139.68
8 inch Y's, 160,	.60.....	96.00
6 inch pipe, 1,006 feet, "	.40.....	402.40
M. H., 108.3 feet, "	3.00.....	324.90
L. H., 74.9 feet, "	2.00.....	149.80
F. Tanks, 7, "	77.00.....	539.00
Casting, 5,475 lbs., "	.03.....	164.25
Stones connection, extra.....		7.50
Manhole buckets.....		22.00

Total\$3,845.53

Total both.....\$4,797.83

If to these figures we add (as not anticipated):

Filter plant.....	\$ 4,850.00
Outlet riparian right and pumping station property.....	2,750.00
Extra cost combination stand-pipe.....	3,331.91

A total of.....\$15,729.74

taken away from the actual cost of the works (\$103,418.97) gives \$87,789.23, which, compared with \$100,000, shows how much better the borough authorities have done than they proposed in securing the endorsement of the voters. This is manifestly an extremely creditable showing.

To sum up; the borough has a substantially constructed water system embracing 8.5 miles of street mains, a unique and useful combination stand-pipe, a durable pumping station well equipped, abundant water available, and a filter plant competent, if properly maintained, to turn out exceptionally good water in quantity to supply the legitimate consumption for several years; it has a well built sewerage system 7.5 miles in length, with two miles of operative underdrains.

Thus equipped the plants should be self-supporting at the rates for service charged, and no very expensive extensions to the system will be needed for several years.

Thanking you for courteous treatment during my association with you in designing, and during the more vexatious period of constructing these public improvements, I beg to remain

Yours, very respectfully,

CARROL PH. BASSETT.

EDITOR'S NOTE—The plans and drawings referred to in Mr. Bassett's report were in such condition that we have omitted them with regret.

Sign boards were put on the street corners on June 1st, which was considered a great convenience.

The matter of extending Avenue A, from Bay Avenue to the Bay, was agitated at this time. The question of a public right-of-way between "Many Mind Creek" and Avenue D was a difficult one.

The difficulty commenced when Messrs. Hubbard and Hendrickson laid out the James H. Leonard property, adjoining A. J. Campbell's. The avenue immediately in question was Bay Avenue, which they wished to run from First Avenue to Avenue D. They called on Leonard Brothers, through J. C. Nobles, their representative, to open the avenue through their lumber yard property, which they grant-

ed, at a loss and inconvenience, that the West side be developed. That brought them to Many Mind Creek, and from there to Avenue D.

Mr. Campbell, as above stated, owned the property. He, at that time, was not enthused with a spirit of development and preferred to take no part in extending the avenue as desired. This naturally compelled Hubbard and Hendrickson to leave five feet as protection between Mr. Campbell's property and the avenue.

This unfortunate condition of things occurred in 1882. It was soon realized by all concerned that a mistake had been made in thus shutting off the West side of the town from the Bay.

The most active property owner to endeavor to correct the mistake was Mrs. A. Bentley, through her son, W. W. Bentley, who had no outlet to the town but the circuitous road via Avenue D.

Mr. Campbell offered his land for a fifty-foot avenue. Mr. J. M. Sharts, adjoining property to Mr. Bentley, offered his share of the land; but their hands were tied, by reason of the five feet. The difficulty has occupied months of time and labor, both by the property owners, with their councils, and the different Mayors, Councilmen and other officials in the county, but still the difficulty remains and the five-foot strip continues intact, at the present writing, 1897.

The first commencement exercises held by the Atlantic Highlands school, conducted by Professor Oglee, Principal, occurred on June 7th. There were six graduates, namely—Mr. Frank Crane, Misses Maud Edgar, R. Blanche Leonard, Alice G. Leonard, Lulu Robin Newman and Mr. Harry Vanderbelt. Professor Enright, County Superintendent, was present; also, Pastors Haines and McNair. The essay of Miss Maud Edgar was "True Womanly Woman"; Miss Lulu R. Newman's, "Music the Soul"; Frank Crane's, "Practical Education"; Miss B. Leonard's, "The Seals of Fate and Prophecy"; Miss Alice Leonard's, "Art Development."

A new iron bridge over Center Avenue and Many Mind Creek was built in the summer of this year, by the Board of Chosen Freeholders, under the immediate direction of D. Lane Conover.

The following is an account of the organization of the A. M. E. Church.

THE A. M. E. CHURCH KNOWN AS THE PAUL QUINN CHAPEL

Dedicated May 20th, 1894—A Neat Edifice, 30x50 Feet.

The new edifice of the African Methodist Episcopal Church is situated just outside of borough limits on Prospect Avenue. The congregation is not so large as many others, but the church is a growing one, having received 16 new members within a year. The membership now numbers about fifty. Reverend F. S. Cox is pastor and began the second year of his pastorate last April. The Sunday school is flourishing.

ORGANIZATION AND OFFICERS.

The church was formally organized in 1855 by Reverend J. R. V. Morgan after the completion of the old meeting house on the heights, with Eli Hall as pastor. Most of the founders are now dead. Some of the survivors are Mr. and Mrs. Isaac Wales, Miss Elizabeth Stillwell and Mrs. Elizabeth Stillwell. E. J. Hawkins succeeded Pastor Hall in 1858 and was followed by J. P. Shreves, pastor for one and one-half years; Cyrus Rogers, two years; John A. Jones, two years; W. A. Winder, three years; Henderson Davis, Sr., two years; E. B. Lewis, one year.

The officers of the church are, besides Pastor Cox, the Board of Trustees, Messrs. Isaac Wales, George Brown, Elias Brown, Lewis Jones; the Stewards, Joseph Green and Elias Brown; S. S. Superintendent, Joseph Green; Secretary and Assistant, Augustus Wales and Anna E. Stillwell; Treasurer, Elizabeth Stillwell; Librarian, Lucinda Thompson.

CALLED PAUL QUINN CHAPEL.

The church name is the Paul Quinn Chapel of Nave-sink, adopted in honor of Reverend W. Paul Quinn, a prominent bishop of the A. M. E. Zion Church.

THE NEW CHURCH EDIFICE.

The corner stone of the new church was laid on February 5th, with appropriate ceremonies, and the building completed and dedicated on May 20th last.

The structure is modelled after the Presbyterian chapel on Third Avenue, Atlantic Highlands, and cost \$2,950. Its dimensions on the ground are thirty by fifty feet with a basement under the whole. The exterior presents a very neat and attractive appearance. The windows of the main audience room are large and filled with stained glass. The tower is square, and situated at the south end of the church. The lots upon which the building stands cost \$800, making the whole investment \$3,750.

OLD CHURCH PROPERTY SOLD.

The old church property on the heights was sold to Mrs. Mary E. Tillotson for \$5,100 January 12, 1894. The money derived from the sale was devoted to building the new church, purchasing grounds for a cemetery and defraying other expenses.

On July 14th, by a special borough election held at the school building, it was decided by almost a unanimous vote not to unite the borough school district (as the law permitted) with the township school district.

The corner stone of the Central Baptist Church was laid July 26, 1894. A large number of people were present. The Reverend Mr. Crumley, Reverend P. A. H. Kline, W. H. Hillier, Edward Loux, W. B. Harris, W. McNair, J. B. Haines, J. K. Manning, William H. Parker and H. F. Stillwell took part in the exercises. Professor W. W. Bentley led the singing, assisted by Percy Falkinburg, Sr., with the cornet.

In August of this year, the "Journal" was purchased by A. C. Hart of Freehold, and continues under his management at the present writing, 1897.

On the night of September 22nd, the town was aroused by the ringing of fire bells, and the continual blowing of the locomotives, to witness one of the largest conflagrations the town had ever beheld, consuming the largest hotel in the town. Recognizing the prominent position it has occupied, we insert a picture and the account as stated in the "Journal," September 27th:

THE GRAND VIEW HOTEL IN ASHES.

Flames Consumed the Largest Hotel at Atlantic Highlands Early
Last Saturday Morning.

"Heaps of ashes and charred embers today mark the spot where until last Saturday morning stood the Grand View Hotel, the largest in Atlantic Highlands and the pride of its inhabitants. So furious and successful were the flames that scarcely a piece of lumber remains of the once magnificent structure. It was early Saturday morning, scarcely 3:30 o'clock, when the shrill shrieks of the C. R. R. engines and the clanging of the fire bell broke the solemn silence of the night, awakening our residents from their peaceful slumbers and startling the community for miles around.

HOW IT WAS DISCOVERED.

"The hotel was a large one with a main hall dividing the east and western section. No guests were within its

walls but on the first floor of the western portion slept watchman McDonnell with his wife and child, all unconscious of the impending danger until the flames came in such close proximity to their sleeping quarters that they detected the fumes of smoke which already had a suffocating effect upon them. All fled from the burning building in great haste, McDonnell running downtown giving the alarm. His wife in her fright ran towards the Obermeier cottage shouting fire! fire! Proprietors Morton and Obermeier, who were sleeping in the cottage, were aroused by the woman's cries and hastily proceeded to the building wherein Hose Company No. 2 kept their apparatus. Being near to the hotel they soon had a stream of water pouring on the burning building with a hope of checking the rapid progress of the onrushing flames.

"In the meantime the nightwatchman had succeeded in alarming the entire town and immediately all was confusion. John Mount sounded the first alarm from the railroad engine and soon the noise was deafening, three engine whistles and the town fire alarm blending in one mighty note of warning. Hook and Ladder Company and Hose Company No. 1 were soon on their way to the scene of the conflagration and from every direction came men, women and children. The alarm was heard as far as Port Monmouth, Chapel Hill, Navesink and other near-by towns. All the fire companies were now at the scene of action but theirs was a hopeless task. It was clearly apparent that all efforts on their part could but prove futile. That the building burned down was no fault of the firemen, though, for undaunted by the magnitude of the fire fiend and the knowledge of failure, they displayed a spirit of true heroism and even endangered their lives in their efforts to stay the flames. But before they arrived, the entire east wing was ablaze and rapidly falling to the ground. The flames made marvelous progress and the steady advance they made was watched regrettably by the multitude that had gathered. The heat was intense and even those who had gathered along the bluff, about one hundred yards distant, were made uncomfortable, and were forced to retreat.

"The scene was quite dramatic. The flames that shot up into the air lit up the entire surroundings. The bay at the north was illuminated as if by the rays of the noon-day sun, revealing to the gaze of the interested spectators the numerous craft upon its glassy surface. The woods at the rear and to the westward formed a sombrous background.

"The firemen worked on with a will. Hose Company No. 2, under the foremanship of Edward Oakes, was sta-

tioned in front of the hotel near the large dining room, and with a persistence seldom equaled kept a stream on that part of the building until the stifling heat forced them to reluctantly retreat. In the rear, near the kitchen, Hose Company No. 1 did good work. They kept a continuous stream on that portion of the threatened structure and succeeded in saving a small section containing the boiler and engine. The members of the Hook and Ladder Company were also prominent in the crowd, and gave whatever assistance was in their power.

"Unable to save the hotel the firemen turned their attention to Mr. Obermeier's cottage and Edward Hooper's barn. Through their efforts both were saved. These two were the only buildings threatened.

"The appalling disaster is due neither to the incompetency of our fire department or the lack of water, but to the contrary the ability of the companies was made even more apparent and the efficiency of our water supply established. By six o'clock the hotel had been entirely consumed, and the crowd began to disperse.

"In the absence of Chief J. H. Van Mater, Assistant Chief J. M. Quackenbush directed the department.

"Mrs. E. H. Hooper showed a commendable spirit by serving the firemen with hot coffee.

"A valuable watch dog chained in the office, was consumed by the flames.

NOTES ABOUT THE HOTEL.

"The Grand View Hotel had a situation unexcelled by any on the famous New Jersey coast. It was located on a beautiful terrace, overlooking the waters of Sandy Hook Bay. It contained in all 215 rooms, including servants' apartments. Its erection dates back to the year 1882 when Atlantic Highlands was in its infancy, and has proved an important factor in the growth and development of our town. Williamson and Parker were its first owners, who after conducting it two seasons leased it to William L. McIntyre. It afterwards passed through the hands of W. J. Pennoyer and Simon Haberman, until November 15, 1891, when it was purchased by Messrs. Morton and Obermeier. Since coming under their control it has met with the success that enterprise of the owners merited. Every year it has been filled with the best class of people, which has enabled Messrs. Morton and Obermeier to expend liberally in improvements.

VALUE AND INSURANCE.

"The hotel was purchased by Messrs. Morton and Obermeier at a cost of \$65,000. Since then, they have added the eastern wing, appearing in the cut at the left and the dining room extension at the right. These improvements and other minor ones cost the management \$30,000, making the total cost of the property in the neighborhood of \$100,000. But since the hotel was purchased at the above named figure, the Central Railroad has made this their terminus, and in consequence the town has enlarged to such an extent that property values have increased in all sections. In view of these facts the owners consider that the increase in value of their property made it worth to them not less than \$125,000.

"The insurance on both building and furniture was \$50,000, placed in 23 companies by R. S. Snyder of this place.

"The insurance on the building in the 17 different companies is as follows:

Liverpool and London and Globe.....	\$ 2,500.00
Phoenix of Brooklyn.....	2,500.00
American of Newark.....	1,500.00
Niagara of New York.....	1,000.00
Continental.....	2,500.00
Home.....	4,000.00
Phoenix Assurance of London.....	6,500.00
Hanover.....	2,500.00
Citizens.....	1,500.00
British America.....	1,500.00
United States Fire.....	1,600.00
Sun Office.....	2,500.00
St. Paul Fire and Marine.....	1,500.00
Farragut.....	1,900.00
Aetna.....	2,500.00
Royal.....	3,000.00
Insurance Company of North America.....	2,500.00
Total	\$40,000.00

"The insurance on the furniture to the amount of \$10,000 was placed in the following companies:

American of New York.....	\$ 1,500.00
North River.....	1,500.00
Commercial Union.....	2,500.00
Liverpool and London and Globe.....	2,500.00
Prussian National.....	1,000.00
Security of Connecticut.....	1,000.00

HUGH McDONNELL'S STATEMENT.

"Mr. McDonnell was seen at the ruins by a 'Journal' representative early Monday morning, and the following

statement elicited: "With my wife and six-year old boy, I was sleeping on the first floor in the rear of the west wing. The first knowledge I had of the fire was when its rays were reflected through my bedroom window, awakening me from my sleep. My first impression was that some one was passing the window with a lantern, but further investigation revealed the startling fact that the hotel was on fire. I hastily summoned my wife and child, and all prepared to leave the building. I ran downtown and my wife gave the alarm at the Obermeier cottage. In the meantime my little boy had become bewildered in his fright and in attempt to leave the building became lost to us for a time; when found he was nearly suffocated by the smoke. There was no light in that portion of the building where the fire was first discovered and, in fact, none in the entire building except in the office as is the usual custom. To us the origin of the fire is a mystery."

MR. OBERMEIER INTERVIEWED.

"Mr. Obermeier said that the loss sustained by him and Morton was fully \$75,000. His first knowledge of the fire was the alarm given by Mrs. McDonnell as previously stated. He and Mr. Morton rushed to the Hose House of Company No. 2, and with the aid of Mr. John Schmidt hauled the apparatus to the building and attached the hose to the hydrant. The other companies arrived shortly after. When questioned as to re-building the structure, he said: 'We certainly intend to if the insurance is promptly and satisfactorily adjusted. When this is done we will immediately commence, and hope to be able to receive guests next season.' It is their desire to build a more commodious hotel and more modern in architectural design. As to the origin of the fire, he could advance no idea. Having occurred at a time when no one was about and starting in a quarter where there was no fire of any description, the mystery will probably never be solved. That the hotel is to be rebuilt is a most gratifying fact. The loss of such a hotel to Atlantic Highlands would be irreparable. The erection of a new one will make an active winter for our mechanics and tradesmen as well.

"Besides the large number of guests they bring here the proprietors personally contribute largely to the success of our town, and the sympathy of its every inhabitant goes out to them in this their time of great financial loss.

CROWDS WITNESS THE RUINS.

"All day Sunday people from all over the township thronged to the scene of disaster, and gazed on the spot

where the hotel had but recently stood majestically. Turn-outs of every description, from the handsome barouche, mounted trappings and liveried footman, to the rickety vehicle and old 'skate,' lined the avenue leading in the direction of the hotel. Not until towards evening did the influx cease and the number of witnesses diminish."

A meeting to form a tribe of I. O. of R. M. was held in White's Hall on November 10th. Thirty-five signed the charter and officers were elected as follows: W. W. Roberts, S.; W. B. Savidge, S. S.; Fred Linden, J. S.; J. L. Ingling, P.; William Tilton, C. of R.; Earnest Ingling, C. of W.; George Manning, K. of W.; Thomas Skidmore, Charles Steward and H. Warden, Trustees.

Four chime bells were placed in the tower of the new M. E. Church, November 2nd. The bells were inscribed with the date of donation and name of the donor, Mr. S. B. Thorpe. The largest bell weighed 1,200 pounds.

On November 14th, President Cyrenius Holmes of Holmdel, resigned the presidency of the Atlantic Highlands Bank and Thomas H. Leonard was elected to succeed him. Captain Benjamin Griggs was elected vice-president.

In December of this year, Kisner and Bennett of Belmar were given the contract for the boring of three more artesian wells, which they did, and gave very satisfactory results, locating them as were the original three, upon the pumping station lands. The wells were about 120 feet in depth and similar in quality and flow. The location was selected by Mr. Bassett.

The new M. E. Church was dedicated on Sunday, November 25, 1894, with very impressive ceremonies. In an edifice of great architectural beauty, situated on Third Avenue, the avenue for churches; it was designed by architect J. B. Valk of New York City and the construction superintendent Thomas J. Emery of this place. It is constructed of brick in colors of old gold and mottled gray, and has a roof of slate. At the northeast corner, it has a tower 89 feet high, and of a design that causes general admiration. The entrances to the church are the same on either side. The interior is divided into three sections—main room, Sunday school room and infant class department. The auditorium and Sunday school room are divided by means of sliding doors, and can be thrown into one without obstruction, as can also the Sunday school and infant class rooms, making a total seating capacity of about 800.

The church has three large memorial windows, and several smaller ones. The large and handsome stained glass windows at the south have memorial inscriptions to

Reverend J. C. Nobles, Ann Amanda Hammond and David Collins, all deceased. On the same side is a smaller window in memory of W. H. Falkinburg. On the large window on the north side is an inscription in memory of Mary Butcher, and the names of Edward and Mary E. Magee and Thomas T. and Mary Rogers. In a smaller window on this side are the names of Daniel and Mary Champion and Simon and Sarah Lake. In the large windows at the west are memorials to Reverend Jacob Fort, Rachel Dibble and Jessie A. Champion. Alfred H. and Leola Magee have a window at the right, and at the left a memorial to Forrest Hatfield and Emma I. Powell. In the rear of the pulpit, on the stained glass windows, is inserted the names of Reverend John B. Haines and Reverend Joseph G. Reed.

The pews are of beautiful carved oak, and are provided with soft velvet cushions of olive green. The carpeted floor, the decorated ceilings and side walls, the stained glass windows, in fact, the whole interior, harmonizes in one grand and beautiful effect.

The organization of the Methodist Society dates back to the organization of the Association. Its existence was a helpful necessity in the development of the town, and it came by practical and natural evolution to be one of the leading religious societies of the place. The first families to assist in its organization were T. T. Rogers and family; S. T. Champion and family; Misses Downes and William M. Foster. The first pastor was the Reverend James E. Lake, followed by Reverend J. H. Conover and later by Reverend L. B. Edwards. He was followed by Reverend J. G. Reed and then by the present pastor, Reverend J. B. Haines, who rendered great assistance in the erection of the present building, having had previous experience in that direction.

The financial part of this consummated and beautiful achievement was assisted by the sale of the First Avenue lots for \$10,000, and in the liberal donation of Dr. E. C. Curtis and Reverend Robert Emery of lots, the site of the new building, and by many others, who helped with liberal hands, the good work was accomplished. The dedication exercises were conducted and assisted in by the following gentlemen: Bishop Andrews, Presiding Elder Strickland, Dr. Hanlon, Dr. Curtis, Reverend Joseph G. Reed, Reverend W. McNair and Pastor Haines.

The dedication of the new church building of the Central Baptist Church occurred on the 28th of December, 1894. The location of the church gave the exterior appearance of the edifice a striking character. Its dimensions

and ornamental design, combined with the site, forms a beautiful picture. It covered 98 feet in length on Third Avenue and 60 feet frontage on Highland Avenue, with an increased depth of 70 feet when 38 feet from front line. The tower on the southwest corner was 12 by 12 feet square, with a height of 72 feet from the ground. The tower contained no bell but was lighted on service evenings by a large gas light. The general height of the roof and extensions was 42 feet from the ground. Handsome windows of opalescent stained glass throughout adorned the structure, from main audience room to the Ladies' Parlor. The windows in the main room were each 14 by 20 feet in size, and were, in the evening, a marvel to all beholders.

Four spacious entrances, two for each avenue, lead into the structure, the corner entrance having ten steps to overcome an elevation of about six feet from the ground to the base line. On the east side, a private door admits the pastor to his study.

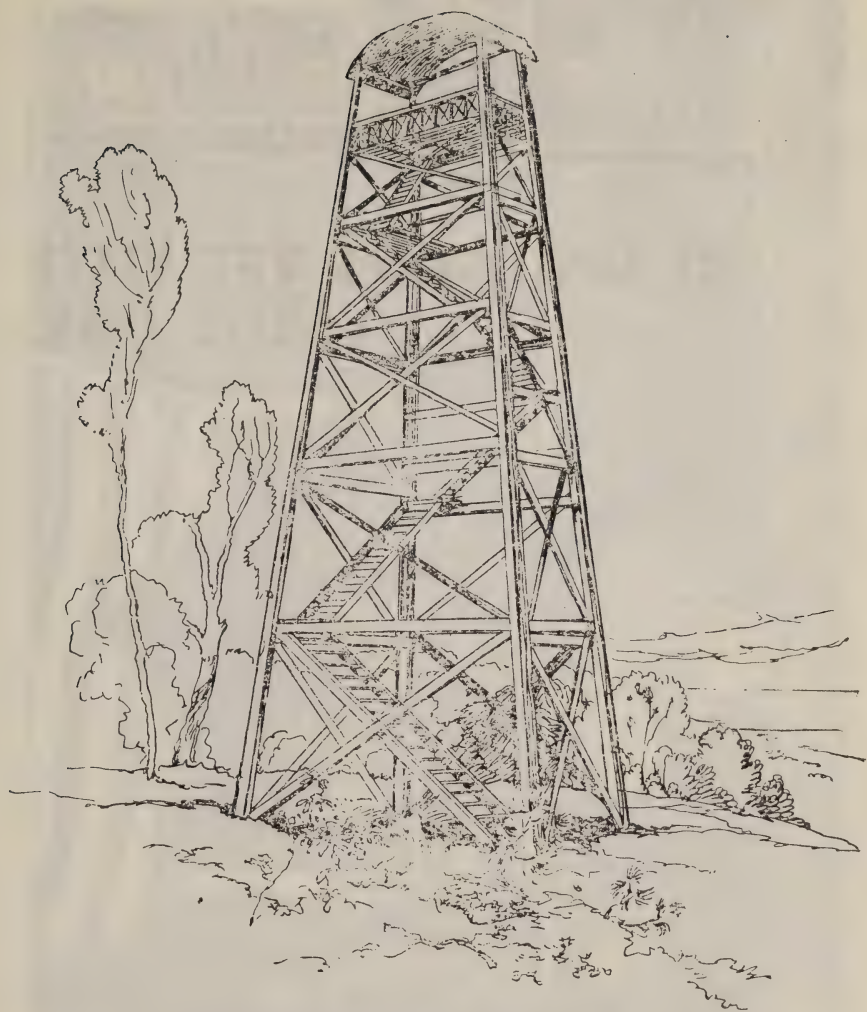
The interior description was taken from the "Press."

"The plan is admirable. Indeed the general idea is too perfect to ever be excelled. The main audience room and Sunday school room are side by side, arranged to front one common semicircular rostrum and separated by sliding doors. Thrown together, the rooms make a single auditorium of capacity sufficient for all present needs of this town, without serious disadvantage to architecture or acoustics.

"The main audience room seats about 450 people in handsome oak pews of semicircular design. The ceiling is a triumph of decorative art and the stained glass windows are very pleasing in pattern and tinting. There are a marvelous number of windows and all uniform design without the least attempt at symbolism. The effect is a charming one, which rich carpets and tinted walls serve to intensify. The pews are cushioned with olive velvet.

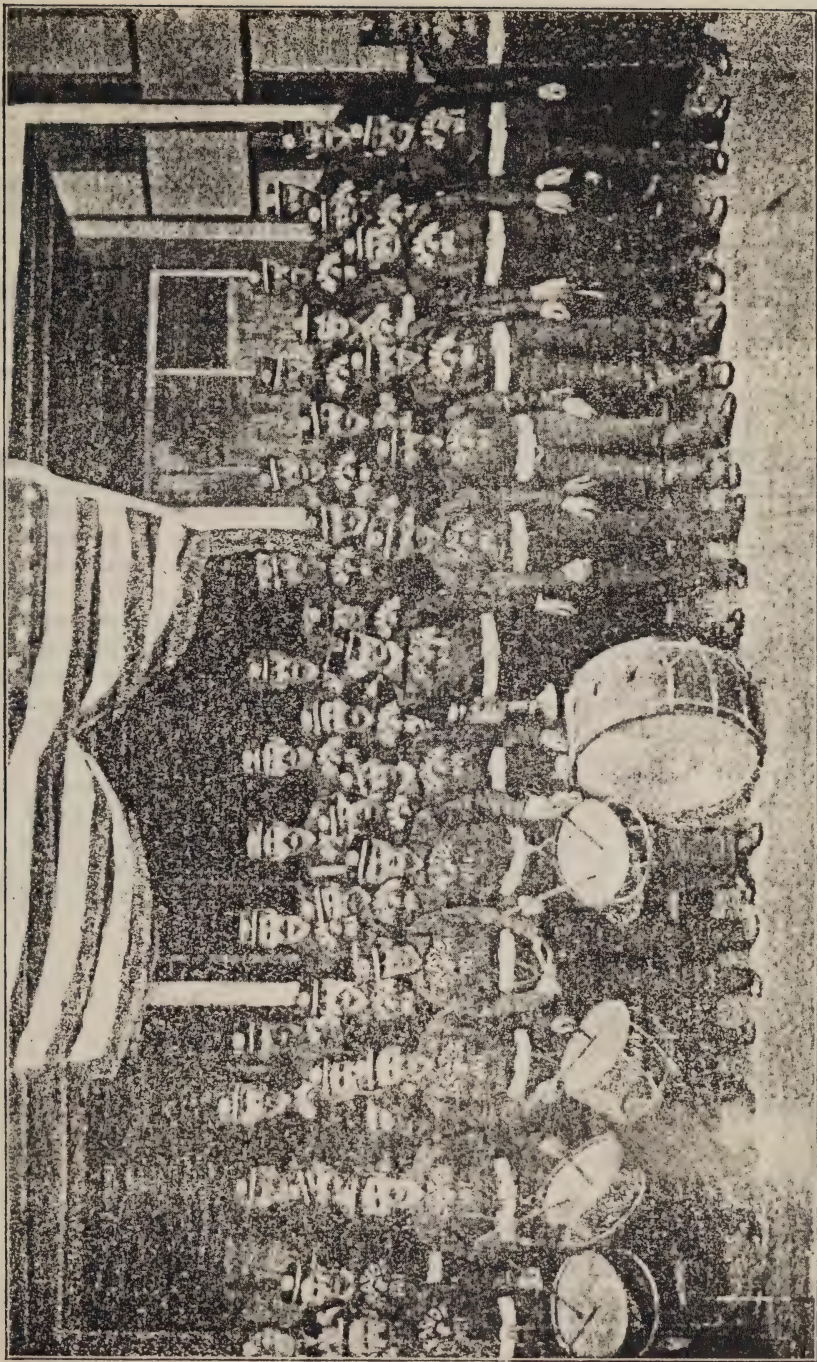
"When the Sunday school room is open with the audience room, nothing seems to mar the effect; the sliding partition has only disappeared to disclose a complimentary part of the auditorium, arranged to face the same pulpit and of a harmonious plan. Its galleries and spacious floor seated with chairs would accommodate probably 800 people and most of them would be in full view and all in easy hearing of the speaker.

"On the northeast corner of the room is the church parlor, used on Sunday afternoons by the primary department. It is separated by handsome draperies on rods of



LEONARD OBSERVATORY TOWER.

See page 499



SEASIDE HOOK AND LADDER COMPANY—HIGHLANDS.

See page 581

brass. In the parlor is an open fire place, giving it a quaint and cheerful appearance. This room opens into a vestibule leading to the basement, main Sunday school room, janitor's room, baptistry, pastor's study, the stairs to gallery and choir room, and also the outside doorway. The galleries have a stairway on the west side leading from a vestibule accommodating attendants to the main audience room, the Sunday school room, the basement and the Sunday school library. The galleries also have a space in front, and in the rear are divided into nine rooms, into which as many classes can be accommodated during the study of the lesson. The basement is as complete as other parts, being finished in hard wood.

"Besides the main room, which is the same as the room above in size, there are the cloak rooms, kitchen and toilet rooms. The basement also contains the storage room, with its gas machine and coal bin. Two very large furnaces with ample power for zero weather are also in evidence. The work of constructing the building was superintended by contractor Frank J. Davis; the architects, Weary and Kramer of New York City."

The dedication services began at 2 o'clock Friday afternoon and continued in the evening and guests were hospitably entertained by the ladies of the church before the evening service, with refreshments in the lecture room.

The church was well filled. Reverends F. C. Colby, J. B. Haines, H. W. Hillyer, H. F. Stillwell, Wilmer McNair, W. B. Harris, R. S. Fisher, J. B. Cromely, F. A. Slater, W. H. J. Parker and others occupied the platform.

Music was furnished by a choir led by Mr. W. D. Luttrell. An address was given in the morning by Dr. MacArthur and in the evening by Dr. Perry of Peddie Institute.

CHAPTER LXI.

EVENTS OF THE YEAR 1895.

A visit to the stores of Atlantic Highlands at this time would have resulted in finding an increased and varied assortment of goods, corresponding with the growth of the town—large stocks to be selected from, at reasonable prices.

S. T. White and Son's shoe store, corner of First and Center Avenues, had a very extensive and popular reputation as also had L. S. Sculthorp, located near the post office, with a corresponding line of goods.

The dry goods trade was represented by N. H. Roberts, who maintained his well-established reputation in that line. The gentlemen's furnishing department was represented also by Tumen's clothing and furnishing store.

The merchant tailors included Caleb Patterson, the original tailor, who had his headquarters in the brick store of J. M. Quackenbush. The business of the town, in this line, was divided between Mr. Patterson and A. Gorlin, who occupied one of the stores in Leonard Block, corner of First and Bay View Avenues.

The grocery line was in the hands of several competitors—J. M. Quackenbush & Sons; G. C. Williams, successor to Theodore Watts & Company; Messrs. Stout and Demorest, successors to S. T. White and J. G. Brookes & Company.

In the millinery department, Mrs. William B. Kelly displayed a fine selection, as did also the Misses Briggs, who kept an attractive line of goods.

Vinton H. Haven's, the original furniture store, rivalled those in the same line in other towns, both in stock and in prices.

In the line of hardware and house-furnishing, William H. Posten, Jr., successor to Leonard Brothers, held a prominent place. He, with W. P. Irwin, whose establishment was located on First Avenue, sustained the reputation of the town.

The bread and general bakery supplied were furnished by Charles Gehlhaus, Sr., J. C. Cruser and John Rise—their business extending into territory formerly supplied by Keyport and Red Bank bakers.

The town had three pharmacies—the Atlantic Pharmacy, on Bay View Avenue, formerly Clark's, successor of J. M. Johnson, of Third Avenue fame, was now owned by

A. W. Hoff, who maintained the high reputation of that popular store. Antonides & Cooper, established on First Avenue, in the Dolby Block, was a leading dispensary of medicines and soda water. The Anchor and Shield Pharmacy, corner of First and Center Avenues, with Bartleson and Moore, proprietors, held a central position opposite the post office, and did a large out-of-town business.

The jewelers were represented by the original Paul Alexander, who had as his competitors F. D. Woodruff and Phil. Shlewin.

The harness emporium was at Charles Frost's, adjoining N. H. Roberts.

There were two newdealers—George Jenkinson, located in the Williams' building, who held the reputation of being the successor to the original dealer, William M. Foster. Mr. Jenkinson had a competitor in Randolph Cole, whose store was located next to the Atlantic Pharmacy.

The lumber business was in the hands of Messrs. James P. Hopping and Henry J. Ely, successors to the original firm of Leonard Brothers.

The leading real estate business was carried on by William M. Foster and Company, who claimed to be the oldest agency; also R. S. Snyder, who has made a record in real estate; Thomas J. Emery, successor to T. T. Rogers, and F. A. Morehouse, with his city partner, Philip Jeselson—all prominent in their departments.

Atlantic Highlands has always been favored with flourishing livery stables. Among those prominent up to this year were D. Lane Conover, J. T. Stout, S. T. Bloodgood, J. A. Sage, William Ravatt and Lawrence Gaffey.

The fruit and confectionery business was well represented by J. S. Crusier, near Mount Avenue, D. Bernero, near the post office, also Joseph Monteverde, in the Dolby Block.

The blacksmiths of the town were Alexander Martin, Patrick Halleran and Tunis Muller, each located on Center Avenue, and doing a flourishing business, being well supported by the livery stables and the watermen.

Messrs. Cottrell and Venable were dealers in granite and marble.

Amzi M. Posten, Sexton & Newman, were firms engaged in the upholstering and undertaking business.

Our butchers challenged the world for steaks, chops and roasts. They were Joseph Lufburrow, Edward Magee and William Hopla.

James Martin and Charles Stenzil were the tonsorial artists.

Clarence Tuttle, William Tallman and George W. Davis supplied the town with sea food in such a manner that it added individuality to the place.

Peter S. Conover and Andrew W. Bowne were our flour, hay and feed merchants.

Charles E. Wilson, Thomas Jennings and Frank W. Muir distinguished themselves in the line of wall paper and house decorations.

Of the painters, almost without number, Edward Swan, the original painter, Julius Bush, Thomas Jennings, Frank W. Muir, Charles E. Wilson, Harry Clark and John P. Bergen were the leading knights of the brush.

Thomas Skidmore, F. J. Davis, D. Jones Roberts, John Geary, Charles A. Fort, J. L. Ingling, John Southal and sons, Robert Emery and Hugh Warden, were some of the leading contractors and builders.

The foundations were laid by Nimrod Woodward, the original mason, John Woodward and Wells Brothers.

The plumbing was represented by E. L. Powell, the original plumber; the Atlantic Highlands Plumbing Company, Percy Falkinburg, manager; J. J. Mulligan and John Gorman.

The coal and fuel supply of the town was furnished by William T. Franklin, successor of Leonard Brothers, located at the Atlantic Highlands Station; also, by Richard A. Leonard at Leonard Avenue Station, and by Grover S. Briggs, at Navesink Station.

The planing mills and sash and blind factories were owned and run by Houser & Paddock, and Boa & Miller.

The stove dealers were the Atlantic Highlands Plumbing Company, J. J. Mulligan and V. H. Havens.

Space will not permit further details and business occupancies.

One of the few wealthy residents of our hill country, Ephraim Tillotson, died January 5th of this year, 1895. His residence with us had been short, yet it had resulted in the completion of a very expensive and a very beautiful residence. It is situated on Bay View (Gillett's) Heights.

A Boys' Brigade was organized in the basement of the Central Baptist Church, January 19th, with twenty-seven members. Adjutant General Kenyon assisted in the organization, with his lieutenant, Malcolm Barrett. The object of the brigade was to correct the boys' habits and instruct them for a proper and useful life.

We are called upon to record the death of James H. Leonard, which occurred on February 2, 1895. No man was better known or more beloved. The funeral services

were held at the Central Baptist Church on Tuesday, the 5th, where but a few days before he, with others, had met in the dedication services, looking forward to an active and useful church life, but destined, instead, to become the first to dedicate the building to that solmen service, preparatory to entering the grave. The platform was occupied by Reverend William B. Harris, R. B. Fisher, H. W. Hillier, Edward Loux, J. B. Haines, E. C. Curtis, W. H. J. Parker, F. M. Slater, Mr. Adams, J. H. Manning, Arthur Lucas and the pastor, F. C. Colby.

Words will not convey, nor space permit, an adequate testimony of the Christian, citizen, neighbor, friend and brother, all combined in one character and life of self-sacrifice for others' good. The details of interest connected with his many characteristics and life work, would be sufficient to fill a book itself. In religion, politics, education, finance and agriculture he was a leading spirit and in the development of the objects and plans of the writer, he was a prominent and an indispensable factor; so much so, that the writer has often said that without the assistance of James H. Leonard, as well as the co-operation of Thomas Leonard, Atlantic Highlands would have been, in all probability, still a prospective place of the future.

Chapel Hill with its advanced and progressive ideas found vent in the dedication of a pretty new school building, on February 22nd of this year, having vacated the old building that ran contemporary with the Revolution, and still had an existence as a building on the north side of Chapel Hill, on the road leading to Bay Shore. The presence of County Superintendent Enright gave special distinction to the exercises. The children of the school performed their part very creditably, under the management of their teacher, Miss L. Brown.

The Junior Order of American Mechanics of Belford attended and presented the school with a new flag. Reverend B. C. Lippincott, Jr., made the presentation address and Reverend F. C. Colby of Atlantic Highlands responded for the school. After the exercises, the visitors were invited across the street to the old Chapel, which gave the place its name, where they were treated to a bounteous collation served by the ladies of Chapel Hill.

The borough election occurred on March 12, 1895, and resulted in the re-election of the Mayor, Jacob T. Stout, and Councilmen, William H. Posten, Jr., and Dr. J. H. Van Mater, taking the places of the retiring Councilmen, William Letts and Peter S. Conover, who refused a re-election; Overseer of the Poor, Thomas Jennings; Commissioner of

Appeal, Edward Hooper; John B. Swan and S. S. Morris; Judge of Election, William F. Mount; Inspectors of Election, J. B. Valleau and Charles A. Fort; Pound-Keepers, Otto Davis and W. L. Conover.

The only new Councilman who needs introduction is William H. Posten. His early life was spent in Navesink. After acquiring a good English education and assisting his father in his various mechanical lines, he accepted a position with James H. Peters, dealer in hardware and furniture, of Red Bank, thus preparing himself for his own active business in Atlantic Highlands. He became the successor of Leonard Brothers, occupying their building, with certain additions, on the corner of First and Bay Avenues, from which he removed March 13th to his new store on First Avenue, opposite Homestead Block. The store was well stocked with all lines of hardware, paints and house furnishing goods, comparing favorably in character and kind with "Peters'" in Red Bank. He was well qualified in character and disposition for a business man, as he was for a member of the Board of Councilmen.

On April 16th, the G. A. R. held their annual Camp Fire at the W. C. T. U. Temple. The leading feature, after the veterans, was the grand march by the Baptist Boys Brigade. Joseph W. Gardner was commander; Chauncey Slayton, captain; Howard M. Colby and William Dawson, lieutenants. An address was made by the Reverend J. B. Haines, after which the audience was treated to pork and beans in true military form; Senior Commander J. B. Swan and Vice-Commander A. J. Cook "setting the pace."

An election was held January 21st for the purpose of deciding as to the advisability of procuring a new site for the erection of a school building, to better meet the requirements of the town, which was done, by a majority of 2 to 1 of the votes cast, and for the accomplishment of that improvement it was decided to bond the town for \$30,000. A more complete report of matters pertaining to the Board of Education will appear hereafter, through the kindness of its president, Mr. M. E. Curtis.

At a special meeting of the Baptist Boys' Brigade, held April 23rd, the following officers were elected: William Dawson, captain; Richard Connard, first lieutenant; Howard Colby, second lieutenant; Charles DeVesty, first sergeant; Rufus Savidge, second sergeant; George Couch, third sergeant; George Stewart, first corporal; George Conover, second corporal; Harry Tallman, third corporal; Arthur Connard, quartermaster; J. B. Stout, president; Chauncey Slayton, vice-president; Charles R. Snyder, treas-

urer; L. D. Brush, secretary; Joseph Gardner, drill-master. The Brigade filled its niche, in the social and moral uplift, for a season, but at present writing (1895) is not an active organization.

The Corning Lumber Company, of Corning, N. Y., opened a branch yard at Atlantic Highlands, on the railroad, between Washington and Lincoln Avenues, with George W. Foster as manager, succeeded by William Clark.

We herewith record the obituary of Cooper Swan, of Navesink, on May 3, 1895. His name has previously appeared (in 1878), in connection with this work, as chairman of the first meeting to consider the advisability of a freight dock being built at Brown's Landing.

Valley Drive, at this time, was made into a fine thoroughfare by the addition of a heavy coating of gravel.

The entrances to Highland Park, from the Leonardville road, were made beautiful with flowers, shrubs and ornamental trees, by nurserymen James McClogan and Company, of this place.

Mr. Letson, of the firm of DeHart and Letson, photographers, of Red Bank, located a branch gallery on First Avenue, near Center Avenue.

The following is an article concerning the "Water Witch Club."

THE WATER WITCH CLUB.

Pursuant to call, a meeting of the Water Witch Club, was held at the Surf House, Highland Beach, on Saturday, June 1st, for the purpose of electing officers and adopting by-laws. Forty odd of the fifty charter members were present; much enthusiasm was manifested, and the meeting was harmonious and successful throughout.

Some discussion arose as to a provision in the Constitution imposing restrictions. The Club proceeded to the election of officers. The ticket presented by the Special Committee appointed on Decoration Day was unanimously elected.

Evan Thomas, President
 Stevenson Constable, Vice-President
 F. A. Dunham, Recording Secretary
 Frank A. Wright, Corresponding Secretary
 John H. Duncan, Treasurer
 Charles W. Humphreys, Assistant Treasurer
 Charles A. Rich, Commodore
 G. F. Bulen, Vice-Commodore
 Ferdinand Fish, Rear Commodore
 W. Atwood French, Fleet Captain
 J. J. Reed, M. D., Fleet Surgeon
 J. P. Hayward, Measurer

BOARD OF GOVERNORS

Stevenson Constable	Evan Thomas, Chairman
Charles A. Rich	John H. Duncan
Francis L. Ellingwood	Frank A. Wright
F. A. Dunham	John L. Parish
	W. Atwood French

HOUSE COMMITTEE

Howard Constable	Francis L. Ellingwood, Chairman
Bradley J. Bloodgood	Charles P. Newton
A. C. Morris	H. Harmon Neill
	W. V. Clark

FIELD COMMITTEE

Harold V. Cleaver	W. Atwood French, Chairman
F. R. Warley	Charles E. Nammack
P. Hall Packer	Thomas A. Brockhurst
	D. N. Carvalho

REGATTA COMMITTEE

H. C. Burdge	John L. Parish, Chairman
P. S. Treacy	F. W. Hope
J. L. Osborne	T. C. Campbell
	F. C. Poucher

The High School Commencement of this year was held at the W. C. T. U. Temple, June 12th. The stage was artistically decorated, and seated upon the platform, besides the graduates, were John B. Swan, President of the Board of Education; Trustees Barrett, Franklin, Oliver, Allen, Magee and Curtis, Reverend Dr. Andrews, Reverend Edward Loux, Reverend J. B. Haines, Reverend H. W. Hillier, Professor Frank J. Oglee, principal of the school, and assistants Mrs. Clark, Miss Brown and Miss Lacey. Miss Castler presided at the piano.

The program was as follows:

Invocation, Reverend E. Loux; Lord's Prayer chanted; Essays—"Humor in Real Life" (salutatory), Eva Loux; "The Farmer Must Feed Them All," Peter McClees; "Live for the Future, the Past is Gone," Vivian Cottrell; "Woman's Work," Lillian Paddock; "True Service," Samuel Wattrous; "Independence from a Girl's Standpoint," Julia A. Gaffey; "Architecture an Art," Wilbur A. Conrad; Song, "The Hunter's Call"; "Homes, the Strength of a Nation," Maggie Crate; "The History of a Rose," Mildred Franklin; "The Power of Cultivation," May Truax; Oration, "The Rank of Our Nation," William Dawson; Class Prophecy, Minnie Warden; Class Poem and Valedictory, Marie Brush; Class Song, words by Marie Brush, music by Lillian Pad-

dack; Awarding Diplomas and remarks by Board of Education; Song, "Sleep While the Soft Evening Breezes"; Benediction by Reverend J. B. Haines.

The graduates are Marie E. Brush, R. Wilbur Conard, Margaret H. Crate, Vivian E. Cottrell, William C. Dawson, A. Mildred Franklin, M. Eva Loux, Peter O. McClees, Julia A. Gaffey, Lillian E. Paddock, Mary M. Truax, Minnie J. Warden and Samuel Watrous.

The Atlantic Highlands Journal moved into its new quarters on Mackey's Block, First Avenue, where a new building had been erected for their use by Peter S. Conover.

The Forrest Library was obliged to close at this time, but we hope only temporarily, as was the case with the Y. M. C. A. The lack of necessary funds, caused by the financial condition of the times, made this course imperative. May the condition and growth of the town soon change this.

The preliminary meetings for the purpose of organizing a council of the "Daughters of Liberty" were held June 25th and July 3rd. It was an auxiliary of the Jr. O. U. A. M. of this place.

The "Squatters of Sandy Hook" were ejected, by order of the Government, on July 16, 1895.

The Casino Club that materialized at this time was the natural result of a project that had long occupied the minds of John E. Foster and others. His first idea was to have it located on the shore, where now stands the "Leslie Bathing Pavilion" and adjoining property; and then again, on Seventh Avenue, between Washington and Lincoln Avenues. But, for sufficient reasons, it was decided to place it on the bluff near the Hooper Homestead, on the east. On this site, in 1896, a grand and commodious building was erected and the grounds graded in such a manner that it presented an ideal picture in its external appearance, and its interior was all that could be desired in its completeness.

The "Casino Opening" was of such interest to Atlantic Highlands and its summer people that we will insert descriptive quotations as published by the Atlantic Highlands Journal. The Casino occupied the old Tabernacle building in this season of 1895.

CASINO OPENING

One of the Most Fashionable Gatherings Ever Witnessed at Atlantic Highlands—Many Summer Guests and Townspeople Present.

It Marks an Epoch in the History of the Place.

"Atlantic Highlands boasts of many new features this summer, chief among which is a casino which was formally

opened last Saturday evening. Without meditation it can be pronounced a great success, and the committee can justly claim a triumph achieved. For such we congratulate them and introduce them to the public as George F. Lawrie, chairman; Charles E. Crowell, J. M. Lehman, J. Ehrman, William H. Botjer and William M. Foster.

"Among those present were Mr. and Mrs. Oscar Strauss, Mr. M. Benjamin, Mr. J. Ehrman, J. H. Lehman, M. Murray, Judge Blair and lady, Mayor Stout, Counselor Foster and wife, William M. Foster, Charles E. Crowell, wife and daughter, George F. Lawrie, Chairman of the Casino Committee; P. S. Conover and wife, Postmaster and Mrs. D. L. Conover, Isaac T. Meyer, Hanford Crawford, William H. Botjer, wife and daughters, Mr. and Mrs. E. R. Mills and daughter, Miss Mamie S. Obermeier, M. Morton, Miss Morton and other distinguished townspeople and summer guests.

"The grand march was led by Peter S. Conover, president of the association, and Mrs. John E. Foster. Many prominent people were present. The gentlemen wore full dress and many of the ladies were bedecked with rare and beautiful gems. It is claimed that the diamonds adorning those present represented a half million dollars. The most costly ones were worn by Mrs. J. M. Stockton. Dancing was the principal attraction of the evening, but many found enjoyment on the verandas of the Octagon, where they were served with choice ice cream and soda by Proprietor Curtis' courteous attendants.

"Saturday evening was but the beginning of a series of such delightful occasions, as it is the purpose of the casino committee to arrange for a hop every Saturday evening. This plan was at first suggested in order to induce large subscriptions to the fund, as only those contributing \$25 are eligible to membership. The members are privileged to issue tickets to five friends. The opening occasion was merely an experiment, but the management and all present were so thoroughly delighted that it would not be at all surprising if a casino building should be erected before next season on a scale that will rival any of the fashionable summer resorts. It will add to the already very agreeable life at Atlantic Highlands. The summer people and permanent population in thus mingling together will become better acquainted, and finally be as one large family circle. Success to the entire enterprise! A good beginning has been made. Relax not your efforts, gentlemen of the committee, until you place this cherished spot of earth in the front ranks of the watering places of the world. A

bright future awaits us. Speed the day when our expectations will be fully realized!"

Messrs. Boom, Wycherley and Howard enlivened the business portion of the town in the season of '95 with a "Merry-Go-Round." They located it on Homestead Block, and dispensed free music to the public, to a point beyond a sufficiency. To prove to the public that they were not a nuisance, they incorporated other attractions, such as the "Balloon Ascension" and bicycle and baby parades.

The ascension occurred on July 21st, and was witnessed by about two thousand people, many of whom had never attended such an exhibition. It was pronounced a success. The ascension was followed by a parachute descent by the aeronaut from a height of about 1,000 feet. The professor (La Strange) landed in the water, having provided himself with a life preserver, for just such an emergency.

The bicycle parade occurred on August 17th of this year, which drew the public attention in a little different channel—less exciting, but perhaps just as profitable and interesting. We will insert the "Press" account.

THE BICYCLE PARADE.

Another Unique Event in the History of the Town.

"The bicycle parade, August 17th, was carried through by its managers successfully. The line formed at the Casino at 3:30 P. M. included a number of handsomely trimmed wheels. There were fewer bicycles in line than were expected. No clubs from other towns participated. It was a purely local affair and not so well patronized by wheelmen or bicycle girls as it might have been.

"The line of procession was down Bay View Avenue, across Third and back Second Avenue, around to First and Center Avenues; up Center to Avenue D; along Avenue D to Highland; down Highland to Avenue C; along Avenue C to Center; thence to First and Highland to Fourth Avenue across Fourth to Bay View and the Casino.

"The prizes were awarded at the close of the parade as follows:

"M. E. Foster, for the most original design representing a boat, prize a fountain pen. The design of Mr. Foster's bicycle was extremely original and the result of much labor. It was a unique thing and commanded applause all along the line of march.

"William A. Sweeney, for the best decorated wheel, trimmed with white with a white umbrella over it, prize a china smoking set. Mr. Sweeney, who is on the "Journal,"

attracted much attention dressed in white from top to toe on a white decorated bicycle surmounted by a white umbrella, which he carried successfully in spite of a rather brisk breeze.

"Frank Muir, for the second best decorated wheel, trimmed with patriotic colors, prize a cyclometer. Mr. Muir's use of red, white and blue in decorating his wheel was attractive and patriotic.

"Of the ladies, Miss Hazelton of the Prospect House for the best decorated wheel, representing the Goddess of Mercury. Her wheel was trimmed with oak leaves and flowers, prize a five o'clock tea set. Miss Hazelton of the Prospect House made a pretty goddess on her leafy wheel. She is not yet fourteen years old but took the first prize. The design represented much taste and work.

Miss Carrie Brown of Claypit Creek, for the second best decorated wheel, trimmed with blue and white flowers, prize a tea set. Miss Carrie Brown's wheel was handsomely and showily decorated with flowers. Her costume was in harmony, combining, with skillful riding, to make her one of the most striking figures of the parade.

"Under fourteen, George Gumpert, decorated by the merry-go-round company with vegetables of all kinds, prize a cyclometer. George Gumpert's decorations were a novel display of the vegetables now in season.

"For girls under fourteen years, Ella S. Leonard, an afternoon tea set. Miss Ella S. Leonard's design was yellow and white with clusters of sunflowers.

"The high wheel ridden by Charles Loux was a fetching affair draped in black. It took the prize for the oldest style of wheel, winning as a prize one-year subscription to the 'Journal.'

"Those who rode on decorated wheels were as follows:

"Misses Lillian Hazelton, Carrie Brown, Jessie Stearns and Ella Leonard and Messrs. Asa Dilts, William P. Irwin, William A. Sweeney, Edward R. Powell, Murray E. Foster, John L. Sweeney, George Gumpert, Frank Muir, Harry Van Mater, Richard Leonard and W. J. Leonard. Following, without other adornment than themselves, were John Geary, Frank Davis, Edward Welch, Harry Southall, James Burdge, Norris Pippit, Thomas Owen, Joseph Clark, George Magee, Frank Thiel and S. C. Gumpert.

"The judges were Mrs. P. S. Conover and Mrs. Caroline Williams, Messrs. John P. Shorts and M. Morton. They reviewed the parade at the merry-go-round."

The baby parade was participated in by a large portion of the town and was of an interesting character. It was

only one in the many entertainments of the season. The day was all that could have been desired, and its success compared favorably with the world-renowned "Bradley's Baby Parades," although on a smaller scale.

The laying of the corner stone of the Atlantic Highlands new school building occurred September 2nd, of which more will be said.

The Knights of Pythias of this place commenced the erection of their building in August, under the supervision of John L. Ingling, G. F. Bartleson, Percy Falkenburg, S. T. Champion and John L. Perrine. The hall was 25 feet by 90 feet, two stories. It presented a fine appearance. It was used almost constantly by the Knights, and also by the other orders of the town. The corner stone was laid October 5th, with appropriate ceremonies, and dedicated December 21st. The exercises were conducted by Grand Chancellor Ralph Donath.

The Casino Club (previously referred to) organized in the following manner, as stated in the "Journal," September 12, 1895.

CASINO CLUB ORGANIZED.

"A number of gentlemen met at the casino, September 6th, and regularly organized the Casino Club of Atlantic Highlands by electing George F. Lawrie, president; William M. Foster, vice-president; Charles Van Mater, treasurer; and A. G. Hall, secretary. A board of governors was elected as follows: J. Ehrman, W. H. Botjer, J. M. Lehman, George Lockwood, Chas. E. Crowell, Peter S. Conover, Jr., and Jacob T. Stout.

"It was decided that stock for the new Casino should be placed at \$100 per share.

"The Board of Governors was instructed to recommend a site for the proposed Casino and report at a meeting to be held at the Casino on Tuesday evening.

"A constitution was adopted at the Friday night meeting.

"The meeting Tuesday evening was largely attended. A list of subscribers, numbering 68, was read, representing as many \$100 shares, to which amount stock is limited.

"Mr. Curtis withdrew his proposition to sell the present Casino property (the Tabernacle), and the Board of Governors recommended the site in front of the Grand View Hotel, and it was unanimously voted to purchase three lots there at a cost of \$6,200. The association has also a year's option on one lot adjoining.

"Attorney John E. Foster was instructed to draw articles of incorporation.

"The building committee was then appointed as follows: William M. Foster, E. Jansen, J. T. Stout, S. J. Nathan and A. G. Hall.

"Plans and specifications are to be advertised for, and the contract will then be given out, providing, of course, the necessary funds are forthcoming."

The fortifications on Sandy Hook are now known as Fort Hancock, in honor of General W. S. Hancock, the hero of Gettysburg. The order was issued on the 30th of October, 1895, by Secretary Lamont.

A beautiful stonebridge was arranged for, on Mount Avenue, crossing Grand Avenue, between the borough and the property owners in the vicinity; the borough to pay \$800 and the rest to be obtained by private subscriptions. Mr. George F. Lawrie was the moving spirit in this enterprise. Through his energy and liberal purse, the grand work was accomplished. A more complete report will be made at the completion of the work.

The Firemen's Relief Association of Middletown Township held a meeting on December 21st at the Truck House. It was unanimously agreed by the representatives of the five companies, constituting it to divide the funds equally between the present Association and the proposed new one of the borough; the new Association having three of the five companies, constituting it, to divide the funds equally

The town had every reason to be proud of its fire department. The original company (Hook and Ladder) was organized several years before the organization of the town, at Foster's Pavilion, foot of First Avenue, and experienced many discouragements and the need of proper equipment. We now have a fire department composed of three well-equipped companies, consisting of three carriages, 1,000 feet of hose, chemical engine, hook and ladders, and water hydrants in all parts of the town, with a water pressure second to none.

We were pained to learn on December 16, 1895, of the death of our friend, George Cooper, C. E., which occurred at his home at Red Bank, on the above date. Mr. Cooper had been employed in his profession, by the people of Atlantic Highlands and the adjoining properties, for nearly fifteen years. He followed Ezra A. Osborn and, from 1881, had almost the entire business, including the Atlantic Highlands Association, Hubbard and Hendrickson, John Edgar Bowne, George Davis, William H. Posten, Sr., Andrew's Estate, Brevent Park, Joseph Bowne Estate, C. T. Leonard's property, Highland Park and Leonard Park, and other smaller tracts in the vicinity.

In 1887, upon the organization of the borough, he became Borough Engineer, and continued as such until his death in 1895. Although his skill and taste appeared in other towns—Red Bank, Keyport, South Plainfield and Elberon—and on many a beautiful landscape, including Rumson Neck and the Vanderbilts', on Staten Island, the writer thinks he erected here at Atlantic Highlands his own and highest monument, to his ability, at the cost of many a weary step and sleepless hour.

Mr. Charles T. Leonard, during this year (1895), caused an artesian well to be driven on his Leonardo property, near the highest elevation, which proved to be very good water, which he furnished to all those desiring it in that locality.

CHAPTER LXII.

"THE ATLANTIC HIGHLANDS"

AS IT APPEARED TO WILLIAM J. LEONARD, THE EDITOR OF
THE "MONMOUTH PRESS" IN 1895.

Views and Facts About this Thriving, Beautiful Town.

One writer says: "If the views from Atlantic Highlands were to be had from some point on the English or European coast, 'Baedeker' would devote a page of description to it. It might be exaggeration to say that this green hill by the sea is unique, but it seems as if it must be. This bold headline has the peculiarity that it is not directly in the path of the ocean's billows. Some six miles further south, a long, sandy peninsula, ending in Sandy Hook, about opposite Atlantic Highlands, makes out from the main. It is about two-and-a-half miles across Sandy Hook from Atlantic Highlands to this peninsula. Property, therefore, is not exposed to the ravages of the severe storms which sometimes break over the coast and have wrought so much damage on the beaches. The peninsula also serves an important purpose in the grand prospect from Atlantic Highlands. It forms a most picturesque middle ground in the panorama. One realizes this when emerging from the woody shades of Bay View Avenue upon Point Lookout, when the view bursts upon the beholder in all its grandeur. On this point a Block House Fort was erected during the War of 1812. At the foot of the bluff the waves are ever breaking; yachts, clamming sloops and other small craft are spreading their white wings to the breeze or riding lazily at anchor in the Horseshoe or in Spermaceti Cove (so called because a whale was captured there in 1668) on the peninsula side. To the east a bold projection of the Highlands meeting in perspective the low line of the beach closes the view. To the northeast, across the bay, lies the Sandy Hook peninsula, whose gray dunes are streaked and studded by lines and clumps of stunted, wind-twisted trees, with their dark-green foliage, among which can be seen near the point the lighthouses, the life-saving station, the granite fort and the tower from which vessels are signalled to New York. A streak of glistening white on the eastern strand marks the line where the surf is breaking. Then comes a narrow ribbon of green shoal water and beyond it the blue of the deep sea, with its endless procession of ocean steamers and

sailing vessels, and the light-ships, Sandy Hook and Scotland, ever rearing and plunging and tugging at their cables. It is easy to imagine what this view is during the ocean yacht races, or in a storm.

"To the north lie the Narrows. Long Island spread out to the east, with the blue hills of Staten Island to the west, and in the extreme northwest Raritan Bay and the Amboys are plainly seen. On the Long Island shore Coney Island is most conspicuous. The fireworks set off there during the season can always be enjoyed from Atlantic Highlands. In the extreme north the Statue of Liberty is distinctly seen on clear days. There is no view to equal this panorama of land and sea anywhere in this section of the United States, and probably none in this country—and it is only one hour's sail from New York."

Another, eschewing prose, sings enthusiastically:

Rapt midst the matchless scene mute stands
The Urban Goddess e'en! Whose hands
Shape this Queen City of the Sands—
Charming Atlantic Highlands.

Italy boasts of the beauties of Naples. Rhode Island of its Newport. New York its Niagara Falls. But New Jersey has at length discovered her own peerless scenery and founded Atlantic Highlands.

HENRY HUDSON'S OPINION OF IT.

The first white man to behold what is now Atlantic Highlands was Henry Hudson. In his log-book he made this entry: "A very good land to fall in with and a pleasant land to see."

Nearly three hundred years have elapsed since Hudson put his first impressions of the Jersey coast on paper, and as yet they remain uncontradicted. They are the impressions that every visitor to Atlantic Highlands bears away.

Then, as now, the soft green hills of the Highlands of Navesink rose from the water's edge. They were covered by an expanse of forest unbroken save where the Navesink Indians had made clearings for their wigwams. Sandy Hook, the Horseshoe and Spermaceti Cove were there then as they are to-day. Indeed, it was in the Horseshoe Hudson anchored. For water he pulled across the bay to a spot at the foot of the Highlands where the Indians had told him there was a fine spring. "The Spout," as the spring is now called, still supplied abundant fresh water to

the shipping of Sandy Hook Bay. It lies but a short distance below Atlantic Highlands. Think how many generations of human beings it has refreshed!—among them the Indians, the intrepid explorers of the seventeenth and the clam-chuggers of the nineteenth century—many sorts and conditions of men.

If Hudson could again anchor in Sandy Hook Bay he would have no difficulty in recognizing the environs of his old anchorage. Man has wrought changes, but without marring the beauty of the hills. Taste aside, it was to his own manifest advantage to preserve the natural beauty of the Highlands. He has in fact simply made their beauty more accessible and more easy of enjoyment. We have not only the bold front of the Highlands of Navesink to gaze upon but we can penetrate along good roads in among the hills and discover their latent charms, so that if Hudson were to make an entry in the log-book of another "Half-Moon" today, he might write of Atlantic Highlands: "A pleasanter land to see."

ITS DEVELOPMENT.

A part of what is now known as Atlantic Highlands was first laid out and opened to the public as a summer resort under the name of "Bay View" in 1879, by Thomas H. Leonard.

In 1881 the Atlantic Highlands Association was formed for the purpose of developing this and other tracts into a sea-side resort founded for Christian purposes. This original purpose, though not entirely lost sight of, has become an incidental instead of the main feature of the place. It is now both a summer resort and a place of permanent residence, without special religious meetings held during July and August under the auspices of the Association. A large number of New York business men have recently made this their residence throughout the entire year.

THEN AND NOW.

In 1881 the Atlantic Highlands Association purchased most of the unsold balance of Thomas H. Leonard's farm, Edward Hooper's farm, Thomas Leonard's farm, part of the Nathaniel Robert's farm, Charles S. Woodward's farm and John L. Patterson's farm. These tracts were then literally farms. What a change a dozen years have wrought. Not an original tract is traceable today. Streets, stores and cottages instead of cornfields, orchards and vegetable patches.

The Association flourished, then waned until Edward C. C. Curtis, D. D., took the leadership and an influx of purchasers bought up every lot at length, owned by the Association. Its obligations were all met; its mission accomplished successfully. A town was assured. Borough government was adopted. The corporate influence of the Atlantic Highlands Association is now a thing of the past. Of its original tracts Homestead block on First Avenue is still largely the property of Thomas H. Leonard and the Hooper homestead and the Robert's reservation identify original owners with present improvements.

Quite a business street is First Avenue today from the pier to Highland Avenue. The bank is perhaps the prettiest structure architecturally and was designed by Architect T. J. Emery. The Dolbey block which was planned by the late M. L. Dolbey and completed by Mrs. Dolbey, his widow and trustee of his estate, is a popular office building. Most of the stores are frame structures. A few brick buildings are erected near Mount Avenue. The lack of uniformity in architecture adds to the picturesqueness of the town. Already enterprise of the capitalists is foreshadowed in talk of a great four-story brick block to cover Homestead block. Soon doubtless stone fronts will prevail over the more modest architecture of the town's first decade. The business street will certainly keep pace with the growth of the residence sections.

WEST OF MANY MIND CREEK.

Soon after the Atlantic Highlands Association purchased the several tracks on the east side of the town in 1882, Captain James H. Leonard's farm was purchased for Mr. John S. Hubbard and other Red Bank gentlemen for improvement. Streets were opened and cottages sprang up quickly. This company was unable to secure the shore properties on the west in spite of tempting offers of cash. Avenues therefore could not extend to the water, a fact which had its influence in giving east side property present advantages and special popularity. However, expectation that the shore front property would sooner or later be opened has been confident and several avenues are lined with houses. Center, Bay, South and Highlands Avenues on the west side are very popular residence streets.

The original company that developed the James H. Leonard farm, like the Atlantic Highlands Association, has sold nearly all the property. The school building is located on the tract. Several popular boarding houses, the First Baptist Church and the Roman Catholic Church are on the west side of town.

Quite a number of new houses were built in this part of town the past year. The convenience of the main depot is in the favor of this neighborhood.

The water front property is owned by Ex-Sheriff Campbell of Brooklyn who has had his country seat here for many years and has preferred to devote his land to agricultural uses rather than town lots. However a movement to open Avenue A through the property recently was encouraged by Mr. Campbell and a similar policy may soon remove the check which the west side early received by its lack of avenues to the water and give the west such an impulse that it will catch up to the east. The land is elevated and the soil is good.

THE TOWN GOVERNMENT.

The town was governed by seven commissioners from 1887 to 1891. In 1891 a Mayor and four Councilmen were chosen under a new charter. They were Mayor Thomas H. Leonard and Councilmen P. S. Conover, Jr., J. H. Van Mater, William Letts and Percy Falkenburg, who held office till 1894; then the Mayor resigned. Honorable Jacob T. Stout succeeded Mayor Leonard, Jacob M. Quackenbush and D. Jones Roberts succeeded Percy Falkenburg and Dr. Van Mater, who refused to be renominated for office.

ATLANTIC HIGHLANDS—West.

Improvements at Leonard Avenue, Chapel Hill and Other Tracts.

Suburban Residences Lately Built—New Tracts Pushing into Prominence—Opportunities Open Today—What Has Been Done to the Westward.

As Atlantic Highlands grew, adjacent properties were opened for residence. Cottages were built and streets opened westward on the tracts of Thomas H. Leonard, Charles T. Leonard, J. E. Ralph and Conover Roop. In 1890 the Central Railroad established a flag station for the convenience of this thriving section known as Leonard Avenue, which name is applied to all the properties mentioned. All trains stop on signal at this station. It is just one mile west of the main depot. Already a number of annual and season commuters use the depot besides less regular travelers.

Ex-Mayor Thomas H. Leonard purchased the fine depot site and presented it to the C. R. R. Company for passenger purpose. On the opposite side of the railroad are ample grounds for freight purposes also deeded to the

C. R. R. in gift by Mr. Charles T. Leonard. The promoters expect that this company will erect a handsome station there very soon.

LEONARD AVENUE.

Extends from Conover's Beacon-by-the-Bay southward to the depot and the famous Leonardville road which equals any road in the state for smoothness and uniform driving qualities. It is the favorite drive for Atlantic Highlands people and bids fair to become another Rumson road in point of residences. For Highland Park lies on the south side of its first half mile and there are desirable sites on either hand for three miles westward. Near its junction with Leonard Avenue is the handsome residence of Mr. J. J. Leonard, also the new cottages of Messrs. Edward T. and Theodore Burdge. Further west is a group of cottages occupied by old residents of this beautiful locality. All these houses are occupied by all-the-year-round residents.

TROLLEY LINES IN VIEW.

Already projects are on foot to establish a trolley line connecting Atlantic Highlands and Keyport more closely with this desirable section. Center Avenue will probably soon be used for this purpose and the wide awake real estate interests of this vicinity will aid the enterprise as much as possible.

On Leonard Avenue Charles T. Leonard has built a large store and apartment building by the depot which is always occupied. Two pretty cottages a block or two northward also bear witness to the enterprise of Mr. Leonard. One of these has been the residence for three years of Mr. Jas. H. Mayo, a New York business man, whose admiration for the scenery, air and neighborhood is shown by his choice of home. He is a yearly commuter. Mr. B. B. Burdge occupies a cottage opposite Mr. Mayo, also a yearly resident. On Washington Avenue, between Leonard and Thompson Avenue, are the cottages of Mr. Charles Frost, Mrs. A. M. Dunn and Mrs. Isabella Scott. Mr. Frost is an Atlantic Highlands business man and the others summer residents from Jersey City. Mr. Morton Southall, of John Southall & Sons, contractors, built a cottage on the next avenue northward, close to Thompson Avenue, last spring and lives there. In fact all the cottages mentioned are new. On Center Avenue west of Leonard is a \$2,000 cottage built last summer by Mrs. C. J. Thompson. Another handsome cottage was built on Leonard Avenue north of Center by Mrs. D. Tompkins last spring and rented by a New York

family who were so well pleased with the locality that they purchased lots in September to build for themselves next summer. The handsome \$5,000 villa of Mr. Charles T. Leonard adorns the water front west of Conover's Beacon. This Beacon, by the way, is one of the range lights to guide vessels through the Narrows straight to the city.

Near the shore east of Leonard Avenue are twenty-five new cottages, occupied by Brooklyn and New York people and others. Many of them are permanent residents.

The Thomas H. Leonard tract lies just a block east of Leonard Avenue and Bellevue Avenue, extending from the bay to Leonard Avenue station, is a very desirable residence street. A few cottages are already built upon it toward the bay. The Conover Roop tract, now owned by Mr. Frederick Roberts, is on the west side of this avenue next to the bay and the J. E. Ralph tract on the east from Center Avenue northward. Many of those lots are already sold. Mr. Ralph's lots have been put on the market recently through R. S. Snyder's real estate agency and a number of sales effected. Many negotiations are still pending for properties here.

At this point Center Avenue maintains a delightful elevation with a grand outlook over the bay. Near Bellevue Avenue it curves round northward off a pretty knoll on the Thomas H. Leonard tract, marked on the maps as a hotel reservation of about four acres, and certainly a prize for some investor who might secure it now at modest prices for immediate improvement.

THE LAST WATER FRONT.

One important fact about Leonard Avenue properties is that all the shore front eastward is taken up. Chas. T. Leonard has about two thousand feet at this point which comprises almost all that is available now for residence use west of the borough.

AMONG THE NEW RESIDENCES.

At Leonard Avenue should be mentioned two cottages of Mr. Charles Carhart on the Thomas H. Leonard tract. Here Lawrence G. O'Brien has his summer home. Here Judge Bernard F. Martin has recently bought a fine plot. Here H. D. Tompkins, general passenger agent of the Old Dominion Steamship Company, resides all the year round. Messrs. Albert Spear, Henry C. Mandeville and Mr. G. Trask, prominent Brooklyn business men, have summer cottages here.

AVAILABLE TRACTS.

Just west of Leonard Avenue is the Thompson farm of 115 acres with fine views of the bay and surrounding country. The property belongs to the estate of the late Joseph I. Thompson and affords an opportunity for some man with capital to amass a fortune by opening it for residence.

Chapel Hill is the site of the lighthouse which ranges with Conover's Beacon-by-the-Bay for the Narrows. It is well worth a visit even in a neighborhood of such universally charming scenery. From this height the ocean, Long Branch, Rumson Neck and the Shrewsbury river can be seen southward as well as all the magnificent panorama of landscape, bay, ocean and island, northward. Over to the northwest rises gracefully the height known as Garrett's Hill, while unguessed treasures of scenery are locked up southward toward the Shrewsbury River, waiting for the magic wands of culture and capital to open them to the world.

THE HISTORIC NAMES.

Before Chapel Hill was, before Leonardville and long before Leonard Avenue and Atlantic Highlands this whole region was known as High Point. From Middletown village to the Hartshorne estates, called Portland Place, this name was applied.

The first railroad to waken the region from rural lethargy was the old Raritan & Delaware Bay Railroad which had its long pier at Port Monmouth and ran boats to New York City. It was finally succeeded by the New Jersey Southern which transferred the terminus to Sandy Hook where it remained until removed to Atlantic Highlands in 1892.

ATLANTIC HIGHLANDS—East.

Part of the Old Association Tract.

The Atlantic Highlands Association once owned Observatory Park and sold the tract to the present proprietors subject to their restrictions. These well-known covenants forbid sale of liquor, and many other nuisances, upon the property. No additional restrictions are added by present deeds but the objects of the new company are promoted by exclusion of all not in sympathy with the plan of development.

The New York office of the Park proprietors is at 155 Fifth Avenue. Mr. William Baldwin is President and Mr. Hanford Crawford, Secretary and Treasurer.

THE SEARS ESTATE.

To the northward of Observatory Park, but with little difference of elevation, lies a fine tract known as the Sear's estate. The entrance to it from Bay View Avenue at Point Lookout is an approach impressive to lovers of picturesque nature. The abrupt pitch of the bluff here—almost a precipice at points—the great height from the bay that laves the crags below, and the still higher elevations to be scanned southward arouse the visitor to the fact that an event has been experienced and the threshold of a wonderful creation crossed unawares. The beholder stands in the presence of nature's own magnificence.

There has been a movement to develop the property. So the opportunity offers to obtain here a summer home also. The chance to some seems the most welcome of privileges. They find it easy to conceive of heaven, purity, holiness and religious claims amid so exalting surroundings. To others, however, the place assumes the attractiveness of a shrine memorable for its Presence as well as its beauty. A spot to be sought for inspiration rather than every-day abode. A kind of wonder may first possess a stranger how humdrum, routine existence could be brought into the scene without sacrifice and dissonance or challenging grotesqueness.

ATLANTIC HIGHLANDS—South.

Southward the improvements are marked as well as east and west. The borough is less than a mile wide from the bay southward and a half mile more cannot for long afford room for the town to grow. Every tract directly south has therefore of necessity become the scene of developments. Hillside Park and the Bowne tract were first opened.

The Bowne farm originally contained hundreds of acres, including Hillside Park, Gillett Heights and the Davis and Andrew tracts, besides the tract opened by the late J. Edgar Bowne. Quite a colony was early established on the last named property which adjoins the borough east of First Avenue and west of the Davis tract.

The Bowne Homestead has been purchased for \$5,000 by Mr. Fred. Orth of New York who has erected a spacious villa on the site of the old farm house and spent thousands of dollars in beautifying and improving the property.

John Bowne, who originally owned all the tracts south of the borough, was one of the first settlers here and came from Long Island. He was a member of the first Assembly ever held in this state. The property was divided up and

sold piecemeal from time to time until J. Edgar Bowne, the heir of the estate, found himself owner in 1882 of about twenty-five acres, bounded by First Avenue westward; Many Mind Creek, northward; the Davis tract, eastward, and Hillside Avenue southward. He divided up the property into lots and opened avenues through it. Sales were so rapid that before his death in 1885 nearly all the lots had been sold and other adjacent tracts were bidding for settlers.

About thirty-five cottages have been built on the J. Edgar Bowne tract. Among others John Leslie has a country seat there. H. B. Zebley is a permanent resident. So is Contractor Thomas Skidmore, Frederick Neff resides at the Neff villa each summer and Edward Sentenne has his country seat there.

The A. M. E. Paul Quinn Church is a pretty structure built last year on the tract.

GILLETT HEIGHTS.

South of Hillside Park the land rises with somewhat abruptness to a considerable elevation. The original Bowne estate, which included all these heights, was long ago parcelled out to purchasers. A few years ago Senator J. R. McPherson, B. F. Gillett and others bought up the hills from Monmouth Heights on the west, to the Tillotson place on the east, and opened an avenue through the property, which has been since known as Gillett Heights. Mr. Frank M. Gillett is the present owner of the Heights, and lives in his cottage there during nine months of the year.

The scene from Gillett Heights is a memorable one and possesses an individuality that distinguished it among all the wonderful scenery of the vicinity. No attempt has been made to put the property upon the real estate market heretofore. But Mr. Gillett, before leaving here for the west, completed arrangements with Agent T. J. Emery to open the Heights and sell lots for residence purposes to a select class of people.

A handsome house will be erected on the easterly part of the property near the Tillotson residence in the spring.

The tract comprises about 100 large cottage sites varying in size from 100x100 feet to 300x300 feet, and was plotted by Henry Field, C. E., of Red Bank.

Gillett Heights have a breadth of only a few hundred feet and hence possess a double view and remarkable advantages for drainage and pure atmosphere. A delightfully cool locality in summer.

THE ANDREW ESTATE.

Russell Andrew, M. D., and W. E. Andrew own the commodious Andrew Hotel on the south side of Hillside Avenue adjoining the Bowne tract. A fine tract of three acres belonging to the Andrews heirs was sold a year ago to Ephraim Tillotson for \$17,500. This lot is on the same elevation as Gillett Heights and just east of Mr. Gillett's tracts. It is a beautiful place and the late Mr. Tillotson superintended the erection there of one of the handsomest residences in Middletown township which was completed last summer. The price paid for the land shows the appreciation and values which these exceptionally beautiful sites command.

THE DAVIS TRACT.

East of the J. Edgar Bowne tract, George B. Davis was formerly owner of 16 acres of land, bounded by Hillside Avenue south and Many Mind Creek north, which he opened for settlement in 1891. So rapid was the sale of these lots that very few were left unsold after two years. Ten cottages, some of them very handsome, have been erected on the tract already. One of the handsomest is the residence of Mr. George B. Davis on Hillside Avenue.

AN HONOR ROLL.

Men and Newspapers Identified With the Development of
Atlantic Highlands.

Work was begun on Atlantic Highlands, October 25th, 1879, by Ezra R. Osborne, employed by Thomas H. Leonard, who first conceived the idea of the town and has been helpful in every stage of its progress. Mr. Osborne made the first survey. Most of the subsequent surveys have been made by George Cooper, C. E., of Red Bank, who is the town surveyor at present. The movement to build a town brought in men like William M. Foster and John J. Leonard who are still part and parcel of Atlantic Highlands history. Moses M. Babbington was also early attracted here.

Thomas Leonard, R. A. Leonard, James H. Leonard and others united in establishing the Bay View Transportation Company to obtain steamboat communication with New York at the outset. The impulse of development led by these gentlemen crystallized into the Atlantic Highlands Association in 1881, which purchased the properties on the east side of Many Mind Creek. On the west, Hubbard and Hendrickson of Red Bank led the developments. Mr. Ed-

ward Bowne and Miss Letitia J. Bowne, who owned a fine tract west of Avenue D, have seconded the efforts to extend Atlantic Highlands by opening their property. Contractor D. J. Roberts built his residence on the Bowne tract. The First Baptist Church is located here. Mr. John M. Sharts has a cottage there on South Avenue. Also Mrs. Barrett and Mrs. A. E. Bennett have houses on the same street. On Highland Avenue on the Bowne tract Mr. William Manning lately built a cottage and the house of Mr. David P. Smith of New York was completed in August last.

Between 1881 and 1885 some of the influential men who were engaged in making history here were Reverend James E. Lake, president of the Atlantic Highlands Association; Reverend J. C. Nobles, president of the Citizens Association; Reverend Robert Emery, Thomas H. Leonard, James H. Leonard, Holmes W. Murphy, Thomas Leonard, T. J. Roberts, John E. Foster, Jacob T. Stout, J. J. Leonard, S. T. Champion and William M. Foster. All but one of these men are living and interested here today.

In 1885, Dr. Edward C. Curtis became president of the Atlantic Highlands Association and conducted its affairs to a successful termination.

In 1887, a borough organization was effected through the efforts of Mr. John E. Foster and others. In 1891, the borough reorganized under the new act with enlarged powers.

RESULTS OF A DECADE.

Last year the borough assessment was \$1,250,000 against \$225,000 in 1887, on a fifty per cent basis.

In business every department is well represented. There are five lawyers in town and as many architects and grocers, but only three doctors, whose practice is largely out of town. The Atlantic Highlands school leads the township and ranks high in the county. The bank stands well among county financial institutions. Thomas H. Leonard is its president and Charles Van Mater, cashier.

A strong branch of the W. C. T. U. with a handsome Temple which seats 500 people, is an honored institution of the town. Mrs. M. E. Allen is its president.

Their Temple is located on Mount Avenue, close by the main depot, and adjoining the office of "The Monmouth Press." It is used for public entertainments of an unobjectionable character.

Six churches of five denominations are well represented in town.

The police court record of the town is cleaner than that of any borough in the state. An arrest or a "drunk" is a

sensation. The lock-up is seldom required and is not a very prominent institution.

THE LOCAL PRESS.

The first newspaper established at Atlantic Highlands was the "Atlantic Highlands Herald," edited by P. Y. Everett, in conjunction with the Atlantic Highlands Association. Ella S. Leonard and Caroline G. Lingle, two young ladies just graduated from Vassar College, bought the old "Herald" in 1886 and changed the name to the "Atlantic Highlands Independent." They enlarged the paper and plant and made many improvements, including a steam engine and boiler. The young ladies built up a flourishing job printing and newspaper business.

In 1887, they purchased a lot on First Avenue at the corner of Mount, and erected the largest brick building in town here. Thither they removed their printing business, where it attracted the attention of Mr. E. H. Cook, who purchased the "Independent" from them in 1888. Misses Leonard and Lingle went to Washington, D. C., soon afterward and assumed the management of "Kate Field's Washington."

Mr. Cook changed the name of the "Independent" to the "Monmouth Press." In 1890, Charles R. Snyder was appointed a receiver in Chancery of the newspapers and business.

Mr. Snyder conducted the business successfully until May, 1892, when William J. Leonard bought the property and has since edited the "Press." The best interests of Atlantic Highlands are always loyally supported by the management.

A company organized to establish a second newspaper in 1892 which was called the "Atlantic Highlands Journal." The gentlemen interested sold out their venture to the Atlantic Highlands Power Company in 1893, and that company in turn sold the "Journal" to Mr. A. C. Hart, a veteran journalist of Freehold, who is its present editor and proprietor. Under the new management the "Journal" has vastly improved in tone and usefulness.

ATLANTIC HIGHLANDS—Southeast.

Navesink

Locust Point

Riverside Drive

All Middletown township deserves to be the pleasure ground and the summer resort of the nation's well-to-do. Nature has fitted it marvelously for the purpose. Nothing elsewhere in Monmouth County or perhaps in the country can compare with its hills and valleys for country residences.

The township is a peninsula with the bay and ocean north and the Shrewsbury River south. On the east the Atlantic Ocean is skirted by Sandy Hook, which guides the Shrewsbury round Rocky Point into the bay. All the township coast is thus shielded from the fury of old Neptune while the beach is close enough for easy access. River and bay affords all the facilities for bathing and boating. Heights of marvellous beauty furnish sites for residence which the gods that dwelt on Mount Olympus might well envy.

The advantages are not confined to one spot or any square mile. The whole peninsula abounds in varied charms. Atlantic Highlands, with its hotels, cottages and social privileges in the foreground, the wooded heights of the Highlands in the background, and all the attractive valleys and hills in every direction fill up the picture framed in the silver of river and bay.

NAVESINK ON THE SOUTH.

On the south of the borough of Atlantic Highlands nestles the pretty village of Navesink, which delights summer visitors with its quaint attractiveness. Its long, straggling streets terminate at the post office and grocery stores.

The business center contains quite a group of buildings and nearly all the merchants have been long established. Messrs. J. M. Johnson, Webster Swan, William M. Bennett and the late Joseph Leonard have been in business there for many years and Messrs. Swan and Johnson have been active in Atlantic Highlands improvements. The Atlantic Pharmacy on Bay View Avenue there, was founded by Mr. Johnson, and Mr. Swan is the owner of valuable real estate on First Avenue and elsewhere.

Navesink is the home of ex-Judge George H. Sickles, William H. Posten, Sr., John E. Williams, R. G. Andrew, M. D., Amzi M. Posten, Coroner John I. Sickles and Reverend W. W. Ridgley.

The Methodists have quite a strong church in the village and the Central Baptists of Atlantic Highlands, maintain services here in their Chapel. All Saints Episcopal Church lies a little east of the business center. Navesink Hall affords the residents a place for public entertainments.

HISTORICAL VIEW OF NAVESINK.

The village is considerably older than Atlantic Highlands. It was formerly called Riceville after Rice Hatsell, who went there in 1830 and opened a general country grocery store. His business venture was not successful and

he left the place soon to avoid obtrusive attentions from New York creditors. But Hatsell had the honor of furnishing the name for the community. A school house had been already built there on the John Bowne lands, in 1825. The only dwelling house to be seen from the school house at the period was Julia Stillwell's, which is standing today at Navesink, near the Navesink M. E. Church. At this house the school children used to buy home-made candy, nearly seventy years ago. About 1830, Joshua Robbins and Joseph Maxson built houses near the Stillwell house. Before 1835 Joseph Davis, Henry Saddler, Obadiah Davis and William Davis founded homes in Riceville.

There were occasional religious services held in the public school house there by Reverend Thomas Roberts, pastor of the Middletown Baptist Church, as early as 1830. About 1832, the Middletown Baptist Church built the Chapel at Riceville which is used by the Baptists there today. Reverend Thomas Roberts continued to preach there until 1837, when Reverend D. B. Stout succeeded him. He preached at Riceville until 1853, when the Second Middletown Baptist Church was organized there, with Reverend William V. Wilson as pastor. The successive pastors were Reverend William V. Wilson, Thomas Roberts, S. S. Browe, William B. Harris, J. J. Baker, C. T. Douglass, Filmore Lee, J. H. Boise and William B. Harris. In 1892 the Baptists disbanded to unite with the Central Baptist Church of Atlantic Highlands.

In 1854 the Methodists sold their chapel at High Point, now Chapel Hill, and built a church at Riceville. Reverend Bromwell Andrew was its first pastor. In 1891, during the pastorate of Reverend W. E. Blackiston, the church was enlarged. Reverend W. W. Ridgley is the present pastor.

All Saints Memorial Episcopal Church was built in 1863 by John H. Stephens, Eleanor P. Stephens, James A. Edgar, Charles E. Milnor and others connected with the Stephens' family. The parochial organization was effected the same year and the church was consecrated in 1864. Reverend John C. Lord is the present pastor. Reverend Haslett McKim, Jr., has been rector for several years preceding Mr. Lord.

The village had grown considerably meanwhile. About 1850 George H. Sickles kept a grocery store there and Maxson Robbins kept a shoe shop. William H. Posten soon afterwards set up a blacksmith business there and the late Adolphus Irwin established a wheelwright business. Other men gathered there and set up new firms or succeeded the old until the day of the present well-known business men.



LEONARDVILLE SCHOOLHOUSE REUNION

The post office was early established here and its name was changed from Riceville to Navesink in 1867. A new school house was built in the fifties which served the wants of Navesink until two years ago, when a fine new school building was erected, the finest one in the township.

THE OLD TIME SCHOOL TEACHERS.

Were peculiar in their habits or would be so considered today. They were generally intemperate and indulged in periodical sprees. At such times the schools were often adjourned early in the day so the teachers could sober up. It is said that at Navesink a spasm of reform occasionally inspired the pedagogues to give up the bottle and take to the rod and book with wonderful vigor. These epochs were known in the community as "break the bottle days" and were usually occasioned by fear of discharge.

The pessimist ought to take note of these little historical incidents and renew his faith in human progress. He then and now of Navesink may but typify the then and now of creation generally.

WONDERFUL FIRE RECORD.

Navesink has a marvellous fire record. The only fire in a half century preceding 1894 occurred about 1850 when the school house was burned by incendiaries. There is a strong fire department in the village of which T. M. Taxson is chief. A convenient truck house accommodates the fire equipment.

AT LOCUST POINT.

A number of prominent New York people are already located. Reverend Haslett McKim has a fine summer residence there on the river. Mrs. Sylvanus G. Reed, the well-known educator of New York City, has a large property here and a country seat, where she resides in summer. Mr. W. B. Parsons has a villa on the river bank at Locust Point. Lawyer L. G. Reed's cottage is located on the slopes overlooking the river and ocean. Among others appreciating this locality for residence are Henry Wright, Joseph Luffurrow, Charles Luffurrow, Mrs. M. E. Gibson, Thomas Barton, Peter Young, H. Amy, LaMarche Brothers, George Wildes, William Burdge, Nehemiah Brower, George Brower, C. A. Mount and C. Mell Johnson.

Locust Point is practically a peninsula lying between laypit Creek and Shrewsbury River. The claims of the locality for summer residence are well recognized. The fishing, crabbing, bathing and boating are unexcelled. A

large number of transient pleasure seekers have learned the advantages of the place and flock to Locust Point every summer. But few inducements are offered to this class by the leading property owners.

NAVESINK BRIDGE.

Mrs. Sylvanus G. Reed aims to promote developments at Locust Point on a scale corresponding to Rumson Road and Elberon. In pursuance of such plan the Navesink Bridge was built in 1890-1 connecting the residence portions of Shrewsbury township with Locust Point and Atlantic Highlands. This bridge was a great and costly undertaking which would never have been consummated without the united efforts of a large number of citizens of two townships in conjunction with the Central R. R. officials who undertook to build a railroad from Seabright to Atlantic Highlands on condition that the Navesink Bridge be erected previously. Prominent residents of Rumson Road backed the movement strongly in order to secure a depot at Stone Church for their own convenience and use.

The erection of the bridge has made the scenery and drives of Middletown township accessible to the residents of Seabright, Long Branch and elsewhere. The drive through Oceanic to Stone Church, Atlantic Highlands, Leonardville, New Monmouth and Red Bank is one of the finest. While, for pretty forest drives, none compare with those of the Highlands, winding through the Hartshorne estate along the river, or through Navesink Park along the bay. A wonderful country is thus opened to admiring visitors from the levels of the sea shore, a charming relief for the tameness of plateaus.

RIVERSIDE DRIVE.

From Locust Point westward toward Red Bank is a fine drive, over grand hills from which the kingdoms of the earth appear to burst upon the view in a grand panorama. Beginning at Reedmont, the country seat of Mrs. Sylvanus G. Reed, the ascent is rapid, reaching a climax at the La-Marche place. The river flows along in full view from this drive at almost every point. Beyond to the south lies Rumson Road, Oceanic, Fair Haven, Red Bank, Long Branch, and further east, the ocean. Homes of wealthy New Yorkers can be counted by scores in full view from these heights. Windmills are numerous enough upon the landscape to suggest to any modern Don Quixote armies to be vanquished by his knightly onset.

Onward toward Red Bank, Riverside Drive passes over a series of similar elevations. The estate of the late An-

drew Brown lies on this avenue near Brown's Dock, named after him. The extensive property of Mrs. H. H. Duryea adjoins the Brown estate. Mrs. Mary H. Lufburrow of Atlantic Highlands, is owner of a fine tract westward of Mrs. Duryea's and then the farm of Charles Allen, Jr., Charles Allen, Sr., Peter J. McClees and John McClees. All of these are river front properties with magnificent outlooks.

It is worth while to pause at any of these residences and learn something of the Shrewsbury oyster industry which flourishes here. For Shrewsbury oysters have now a national reputation and each of the riverside proprietors makes the oyster culture an important source of income. The McClee's and Allens and Browns are well known in the oyster trade.

The extensive property of the Winter brothers, Messrs. Andrew and William E. Winter, adjoins the McClees tract on an estuary of the Shrewsbury called McClees creek. Westward of this creek Riverside Drive passes through the Guion estate and the farms of Henry McClane, John H. Patterson, the late William V. Conover and Jos. Patterson. At the junction of Riverside Drive with the Middletown turnpike is the Cooper estate and the farm of Jehu P. Cooper.

ONE GREAT MUNICIPALITY.

The growth of the various villages of the township and the rapid opening of property in all parts for summer residence, convinces observing people that the entire peninsula between the river and bay will ultimately be incorporated into one grand municipality with Atlantic Highlands.

The prevalent confidence in the speedy and general development of the township into a summer city is attested by frequent investment in unexpected quarters by shrewd capitalists. For an unfortunate investment seems impossible anywhere in the path of progress so comprehensive and inevitable. Atlantic Highlands is extending very rapidly westward, southward and eastward. Farther away also, the sound of hammers is heard building residences along the Shrewsbury River at Locust Point, along the bay at the various villages, across the Highlands as rows of cottages are rising to meet the extending streets of the central town, Atlantic Highlands.

CHAPTER LXIII.

1896.

THE ATLANTIC HIGHLANDS PUBLIC SCHOOL.
DEDICATION EXERCISES.

The new school building was formally opened on January 2, 1896. The building did great credit to the ladies and gentlemen composing the Board of Education, whose names will appear later. This was the second building erected by the borough for educational purposes. The original building was located on the corner of Washington Avenue and Avenue C, on a plot of four lots, and did good service through the first nine years of the town's existence; but the demand soon outgrew the seating capacity of the building and the location was not all that could be desired. The new building was constructed of brick, three stories in height and capable of seating about 500 pupils.

The opening exercises were witnessed by about 400 people, who gathered in the assembly room, which occupied the entire third floor. On the platform were seated the members of the Board of Education—Messrs. J. B. Swan, M. E. Curtis, William F. Mount, E. P. Magee, George W. Barrett, William T. Franklin, Mrs. L. Whittingham, Mrs. A. C. Oliver and Mrs. Mary E. Allen; also the President of the Township Board of Education, William B. Mount; and Reverend F. C. Colby, Reverend J. B. Haines, Reverend W. B. McNair, Reverend Robert Emery, County Superintendent Enright, Mayor Jacob T. Stout and ex-Mayor Thomas H. Leonard. The music was led by Professor Oglee; Miss Lillian Paddock, organist. The choir was made up of young ladies as follows: Leola Magee, Mamie Martin, Julia Morris, Delene Swan, Mabel and Edith Leonard; with a chorus from the school.

The meeting was called to order by the president, J. B. Swan; prayer by Reverend F. C. Colby. Trustee M. E. Curtis made an address in behalf of the Board of Building Committee, reviewing the work of building and the successes achieved. He then formally handed over the key of the building to President Swan, of the Board of Education, signifying thereby the consummation of the enterprise. County Superintendent Enright made a dignified and forcible address, in which he congratulated the Board of Education, teachers, people and parents of Atlantic High-

lands. Reverend J. B. Haines followed, emphasizing the value of system and methods in the educational district. Clerk William F. Mount made a financial report as follows:

Cost of land.....	\$ 6,476.75
Cost of building.....	17,330.00
Cost of heating and ventilation.....	3,250.00
Architectural fees, plans and school furnishings.....	2,747.66

Total	\$29,804.41
Balance in hand.....	\$ 195.59

The report was followed by Reverend H. McNair, who represented the Jr. O. U. A. M., which presented the school with a bible. He was responded to by Mrs. L. Whittingham. Reverend Robert Emery represented the G. A. R., which body presented the school with a flag. Mrs. A. C. Oliver responded to Mr. Emery.

After the exercises the audience was dismissed and the opportunity was offered for an examination of the school building. The stairway on the west side was selected for the girls and the east stairway for the boys. There was also a private stairway leading from the assembly room to the second floor, for the faculty. This floor was partitioned off into light and comfortable rooms for the use of the sixth, seventh, eighth, ninth, tenth and eleventh grades; also, a laboratory and library and six cloak rooms, with an extra one for the teachers.

After this, the spectators, assisted by Professor Oglee and trustees, passed down to the first floor, consisting of kindergarten, second, third, fourth and fifth grades. This floor also was provided with six cloak rooms, also a teachers' cloak room. Both floors have corridors of ample dimension. The basement contains all the necessary accommodations for the convenience and comfort of the school, including two large playrooms. This entire equipment was admired and appreciated by the public, composed of parents and friends of the school.

1896.

There was a Choral Society organized at the First Baptist Church, January 23rd, called the "Atlantic Highlands Glee Club." The membership was composed as follows: Philip Leonard, Rufus Savidge, Bert Southall, Harry Savidge, Charles Loux, William Dawson, Charles McClees, John West, George B. Clark, Lewis Merigold, Peter McClees, Edward Burdge and W. Clarence Howitt. President, Philip Leonard; Vice-President, Bertram Southall; Treasurer, Peter McClees; Secretary, Lewis Merigold. Their object was—"The Advancement of Musical Culture."

On January 30th there was a meeting of the Atlantic Highlands Firemen's Relief Association for the completion of the organization and the election of officers. The officers chosen were: J. M. Quackenbush, President; Edward P. Magee, Vice-President; E. H. Cook, Secretary; S. T. White, Treasurer; R. S. Snyder, W. M. Foster and Charles Van Mater, Trustees; George Brannin, Collector; Committee on by-laws, C. R. Snyder, E. H. Cook and George Brannin.

We are informed, first, through the New York City papers of the death of P. Y. Everett, who, with J. C. Nobles, published the first newspaper here, the "Atlantic Highlands Herald." He was also our first postmaster, as has already been stated. Mr. Everett collected many incidents of the early history of Portland Poynt, but it was left for others to complete the collection, from the time of the founding of the present town. We are indebted to Mr. Everett for many acts, in the advancement of the town's growth, for which he well fitted, by the Great Creator, who causes all our diversified gifts to blend, for the accomplishment of His great purposes.

THE BOROUGH ELECTION.

MARCH 10TH.

There were 238 votes cast, out of 356, as given by the Board of Registry. The Councilmen elected were: Full term, William B. Savidge; Jacob M. Quackenbush to fill unexpired term of J. H. Van Mater; D. Jones Roberts, with William H. Posten, holdover; Spencer S. Morris, Commissioner of Appeal; William F. Mount, Judge of Election; Lewis S. Sculthorp and Charles A. Frost, Inspector of Election; Pound-Keepers, Charles M. Conover, V. M. Anderson, C. M. Slayton and Jacob Rhode.

At a meeting held on April 14th, Jacob M. Quackenbush was made president of the Board; also the following committees were appointed: Finance, street, police, lighting, water and sewer, licenses, auditing and printing. The appropriations for the year were as follows:

Water and Sewer.....	\$3,000.00
Lighting	5,050.00
Board of Health.....	200.00
Fire Department.....	100.00
Police	800.00
Poor	150.00
Incidentals	2,700.00

There was an election held for the purpose of ascertaining the wishes of the people regarding the bonding of

the town for \$15,000, for constructing a municipal electric light plant. It was decided in the affirmative. There was a call made for bids for the bonds to be received by May 15th, which resulted in the following: N. W. Harris and Company, New York, \$15,009; Fourth National Bank of Columbus, Ohio, \$15,250; W. E. R. Smith, New York, \$15,309.37½; Berton and Storr, New York, \$15,463.50. These offers were made on the basis of five per cent interest payable annually, May 15th and November 15th; the bonds to run ten years, from May 15, 1896; principal interest payable at the First National Bank, New York.

After three elections called by the Township Board of Education, it was finally decided to appropriate \$3,000 for the purchase of a plot and the erection of a school building thereon on the Leonardville road, near Leonard Avenue Station. Architects Emery and Moore prepared the plans for the building, which was to cost \$2,175; the remainder of the \$3,000 being the price of the lot. The contract was awarded to Johnson and Pease. Professor Gerardus C. Morris was engaged as teacher of the new school.

The commencement exercises of Navesink public school were held in the Hall, June 29th. The graduates were Bertha Swan, Bertha Leonard, Bertha Thorne, Emma Zebley and Howard De Vesty.

THE ELECTRIC LIGHT PLANT.

There were several competitors for the contract, but the bid of George H. Stout, Jr., was accepted by the Mayor, Jacob T. Stout, and Council. The plant was to be in operation by July 20th. Postmaster D. L. Conover furnished the poles.

On First Avenue and Valley Drive, the telephone poles of the New York and New Jersey Telephone Company were used for electric lighting. The two top arms of said poles were placed at the disposal of the borough.

Mr. Stout completed his contract promptly and in a manner that did him credit, giving the borough a good electric light plant, with the careful attention of the electrician, Fred Linden.

The location of the arc lights on the streets was designated by Councilmen Quackenbush and Posten, who had the enviable reputation of placing the sixty lights in such localities as produced but little criticism and much praise from the public.

The graduation exercises of the public school, on June 11th, were well attended. The platform was occupied by

the graduating class and Professor Oglee. The following is the programme:

Instrumental music. Invocation, Rev. H. W. Hillier. Lord's Prayer Chant, Chorus. Song of Welcome, Chorus. Salutatory, "Industry the Road to Success," Abbie Leonard. Oration, "The Press," Frederick R. Wenger. Essay, "The Happy Home," Leona Patterson. Oration, "A Bundle of Habits," Daniel Leonard. Oration, "Physical Training," George Chester Ralph. Recitation, "Natural Perversities," Bertha Leonard. Oration, "The Unseen Power that Moves the World," George Nicholas Magee. Oration, "Patience Perfects Time and Inversely," Arthur Nelson Davis. "Merry Minstrels Are We," Chorus. Oration, "Man," Richard L. Sherman. Recitation, "The Flower Girl," K. Elizabeth Patterson. Oration, "Proverbs and Idioms," Edward Carhart. Oration, "Labor versus Capital," George A. Couch. Song, "Summer," Chorus. Essay, "A Dream," Sarah McClees. Valedictory, "The House that Jack Built," Edith Ceceola Curtis. Address, President of Board of Education. Awarding diplomas and remarks, by the County Superintendent. Graduates' farewell song, Class of '96. Benediction, Rev. J. B. Haines.

At the close of this year Professor Oglee handed in his resignation as principal.

There was an application made by the Atlantic Highlands, Red Bank and Long Branch Electric Railway Company for the privilege of laying a track and running cars on First Avenue and West Avenue for the purpose of connecting Atlantic Highlands with Red Bank, Long Branch and Asbury Park, a privilege Atlantic Highlands had never enjoyed, by reason of the agreement between the C. R. R. and Pa. R. R. that prevented the running of trains, from Red Bank and the south, to their water terminal at Atlantic Highlands.

The first knowledge we had of an electric road endeavoring to cross Middletown township to a water terminal at the pier at foot of Avenue A at Atlantic Highlands, to connect it with New York by steamer at that point, was at a meeting called by the Freeholders at Oceanic, at Legier's Hotel. At that meeting, which occurred in 1895, we were introduced to Mr. A. G. Greenberg, represented as being president of the Atlantic Highlands, Red Bank and Long Branch Electric Railway Company. The company was composed principally of Brooklyn capitalists.

The meeting was attended by a large number of the millionaire residents and property owners of Rumson Neck; also, many gentlemen from Atlantic Highlands and Navesink.

The arguments advanced for and against the construction of an electric railway from Long Branch to Atlantic Highlands via Rumson Neck and Navesink Bridge, were many and of an interesting character. Although the right-

of-way had previously been secured by Dr. R. G. Andrew, from the Navesink Bridge, through Navesink to Atlantic Highlands.

The efforts put forth against such an enterprise were so many and so formidable that the Freeholders refused the request of the Electric Railway Company the use of the draw on the Navesink Bridge.

When such a result seemed inevitable, the writer, at the close of the meeting, suggested to the Electric Railway Company their crossing the Navesink (Shrewsbury) River, at a point above steamboat navigation, near the New Jersey Southern Railroad bridge, at Red Bank, thus avoiding all hindrances and objections. They were guaranteed a welcome reception in the crossing of Middletown township, to tide water. The accomplishment of this suggestion proved very near a reality the following year.

The Electric Railway Company commenced operations at Red Bank, and endeavored simultaneously to construct a road to Long Branch and Atlantic Highlands. They met with many discouragements and expensive right-of-ways and trestles, going south from Red Bank, but finally completed their road to Long Branch, forming a junction with the Atlantic Coast Electric Railway, at the corner of Broadway and Second Avenue, Long Branch, in 1898.

The completion of the Atlantic Highlands end has been longer deferred. Writing this in the winters of '98 and '99, I predict its future and final construction.

For the purpose of quick completion, a temporary lease was secured of the New Jersey Central, for the New Jersey Southern Railway bridge across the Navesink River, at Red Bank, and the use of their road to Chapel Hill station. A corp of engineers, headed by Engineer W. S. Sneden, endeavored to determine upon a route from that point to tide water at Atlantic Highlands, February, 1896. Much time had been spent previously in general surveys. Three lines were surveyed: From Chapel Hill station to Sunset Lake, to Atlantic Highlands via Brevent Park; the second, from the same point to Atlantic Highland via Leonardville road and Valley Drive; the third, to Atlantic Highlands via Highland Park.

It was finally determined to apply to the town committee of the township of Middletown for the right-of-way over their public roads at the several crossings. They met at Columbus Hotel and the franchise was granted. The terms asked by the township officials were very satisfactory to the railroad company, but the franchise was never accepted, for the reason that satisfactory terms could not be

procured from the Atlantic Highlands borough officials; and the satisfactory and expensive labors of the railway company and township officials proved fruitless, although the right of way had been secured by the writer, free of cost, from Navesink River, at Red Bank, to the foot of Avenue A, Atlantic Highlands.

An endeavor to obtain a right-of-way through the Borough, both by First avenue, West avenue and South avenue, was met by the property owners in a cordial manner; two-thirds of the entire lineal feet were easily obtained.

Mr. Greenberg, had previously through his Brooklyn acquaintance, procured the right-of-way through Anthony Campbell's property, looking to a steamboat landing west of the Central Railroad property.

After weary weeks and months of meetings and adjournments of the Borough Council, and the difficulties and obstacles augmented by the introduction of a talented legal adviser from Red Bank, made familiar with all points of electric railway law and proving the possibility of acquiring a better franchise than had previously been given to other towns, the whole business ended in a failure of a compromise between the Borough officials and the Electric Railway Company.

At a meeting held on July 9th, the Electric Company offered the Borough officials as follows: To extend the water and sewer pipe connections, at their expense, from the mains, on First avenue, to the curbs; also, to macadamize the entire street, from Bay to Jackson Bridge, and maintain the same. At a meeting held July 11th the Council declined the offer of the Electric Company, and on July 17th the Electric Company withdrew.

This deferred, and ended for a time, an enterprise which would best serve to develop and enlarge Atlantic Highlands—namely, another steamboat route, sustained by a trunk line of the Electric Railway for freight and passengers from New York to Long Branch and Asbury Park, via Atlantic Highlands. The mistake has been recognized fully by many of the business men and others of the resident population, in the stagnation of business enterprise during the years following. But we hope soon to see a fulfillment of our hopes and predictions, in a manner more advantageous to the town, to make up for the long delay, when all will be well.

THE NEW CASINO.

"On the eve of July the fourth occurred the consummation of the most notable social enterprise in the history of

the town. It was the formal opening of the new Casino and the beginning of the regular concert programme for the season of 1896. The new Casino has been architecturally the theme of congratulation for months past. It fills a place in the gap caused by the burning of the Grand View Hotel, so gracefully as to please the eye, particularly as a place of pleasure.

The men most prominent in the Casino movement, many of whom occupied the platform of the music hall at the opening Friday evening, are G. F. Lawrie, W. M. Foster, A. G. Hall, J. T. Stout, J. Ehrmann, W. H. Botjer, E. Jansen, C. E. Crowell, P. S. Conover, Jr., G. A. Lockwood, J. E. Foster, Harold Montanye, R. S. Snyder, Julius Dietz, C. R. Snyder, J. H. Telman and J. M. Quackenbush. From these men, the Board of Governors was chosen. The architect of the edifice was Frank T. Lent and Messrs. Quackenbush and Brown were the builders."

(From an account as it appeared in the "Journal" of of July 9th.)

The formal opening of the new bridge on Mount avenue, spanning Grand, was formally opened on Saturday, August 15th. The following is an account as it appeared in the "Press".

CONUEHKOI OPENED.

The Bridge Dedicated Formally on Saturday Afternoon with Music and Speechmaking.

Casino Orchestra Present—Mayor and Council and Other Officials Participate—Name Bestowed on the Structure—The Bridge an Ornament to the Town and Eighth Wonder.

"On Saturday afternoon, according to announcement, the town and township officials and a goodly company of private citizens assembled at the new Grand Avenue Bridge to witness ceremonies attending its formal opening to the public and acceptance by the borough. A speaker's platform and seats for invited guests were prepared at the bridge.

Exercises opened with "America" sung by all under the leadership of Professor W. W. Bentley. Reverend J. B. Haines offered the prayer of the occasion, followed by music by the Casino orchestra.

Mr. George F. Lawrie, whose energy, liberality and enterprise have been the foundation of the undertaking, made a speech recounting the history of the bridge up to its completion. He complimented the town on expending \$245,000 on public improvements within a few years and

pointed out the opportunity for further expenditure for good roads. The bridge at which they were met was not the least of these public improvements and had cost the borough but \$800, private generosity furnishing most of the money used in its construction. The structure spoke for the work of the builders and would do so for centuries perhaps. Mr. Nimrod Woodward, the well-known contractor, received eulogistic notice from Mr. Lawrie.

The speaker asked permission of the Mayor and Council to name the structure "Oonuehkoi" commemorative of an Indian tribe once dwelling here.

Mr. Lawrie was frequently applauded and at the close of his address Mayor Jacob T. Stout accepted the bridge on behalf of the town. Mr. John E. Foster, borough solicitor, made a forcible and witty speech in which he remarked the enterprise, courage and perseverance of Mr. Lawrie in conceiving the bridge idea and then consummating it in the substantial and beautiful structure now open to the public. The approach to Observatory Park should never more be termed "break neck hill".

Mr. Charles E. Crowell, whose property adjoins the bridge on the west, as does Mr. Lawrie on the east, spoke of the bridge as a landmark of progress for the town. Neither Europe nor the United States contained a bridge more beautiful of its size and cost. It is a gem which will adorn Atlantic Highlands forever; of inestimable value to advertise the town. Once known, it must become a point of interest for tourists and pilgrimages.

Mr. Hanford Crawford eulogized bridges as a means of unity and neighborliness and "Oonuehkoi" as the ideal bridge for the purpose. He spoke also forcibly for ideal roads to match ideal bridges. He advocated a movement to make streets correspond with this structure by an outlay of \$1 per front foot for the improvement. Applause greeted all the speakers.

Dr. E. C. Curtis, who has been closely identified with the east side of Atlantic Highlands as President of the Atlantic Highlands Association, was also invited to speak. He reviewed the development of the east side of town and expressed belief that a small deficit between cost and subscriptions for "Oonuehkoi" would be made up so as to no further tax the measureless generosity of Mr. Lawrie.

Mr. A. P. Bollor of Observatory Park spoke flatteringly of the bridge as a work of engineering, and dubbed Mr. Lawrie the Supreme Bridge Builder of Atlantic Highlands. Mr. Bollor is prominent in engineering circles and his judgment therefore is of practical as well as of rhetorical value.

After the exercises, Mr. George F. Lawrie entertained a number of the guests present, at the Casino.

The necessity for the bridge was occasioned by the laying out of Grand avenue, which contained a summit with its intersection with Mount avenue, and it required a cut at that point to bring it to a grade.

It is necessary to go back to about the year 1868 to record the circumstances that produced the conditions at that point. It was about the year above named when Mr. Samuel C. Hubbard, a summer resident of Leonardville on property now owned by the Speyers estate, did two things to record his name in the history connected with this place. He was the leading spirit in producing that beautiful drive west from Atlantic Highlands known as the Leonardville road, leading from Leonardville to Hopping Station. By his means and his influence with the neighboring property holders, the road bed was rounded up and gravel procured from the Sherman farm for top-dressing, that produced a drive unsurpassed as an all-year-round road in the country, at that time. He was also the means of surveying what was known as Mount avenue, from Leonardville to the Highlands of Navesink, at a point intersecting Navesink avenue, known as "Young Orchard Hill". This road served the purpose of the public until superseded, later, by the Ocean Boulevard.

About 1870, it was made drivable from a point now known as First avenue, winding up "Break-neck Hill" to Navesink Park, principally through the efforts of James H. Leonard. The cutting-down of Grand avenue summit by the Atlantic Highlands Association and the necessity of a continued travel on Mount avenue at that point, made a dry bridge necessary. The work of construction was accomplished by Robert Emery, for the Association. It was a rough but substantial structure, made of chestnut timber, which served its purpose and carried safely over many a weary traveler.

In 1895, Mr. George F. Lawrie, with commendable energy and ability, attempted and carried to completion in 1896 one of the most beautiful structures that our town possesses. By his persuasion, and realizing the necessities of the case, the Mayor and Council appropriated \$800 toward the stone bridge, as did neighboring property owners, by private donations, but the burden of the cost, which was \$3532.89, fell heavily upon Mr. Lawrie; but the structure stands forth in its magnificent grandeur, an enduring monument to his enterprise.

The annual reunion of the 29th Regiment was held in

the Central Baptist Church, September 8th. There were about 125 veterans of the Civil War present. In the absence of the President, Major Field, the first vice-president, James Campbell, of Long Branch, was chosen to preside. The exercises consisted of a speech of welcome by Mayor Jacob T. Stout, followed by Reverend F. C. Colby. During the afternoon session, the following names were proposed and accepted as honorary members: Reverend F. C. Colby, Ira K. Morris, Charles R. Snyder, John E. Foster, Stephen Sears, John Meskill, Thomas H. Leonard, Jacob T. Stout, Dr. H. A. Hendrickson, W. M. Foster, Aaron C. Hart and S. T. White.

The following is the history of the regiment, as it appeared in the "Journal" of September 10th:

"The Twenty-ninth Regiment was organized under the provisions of an act of Congress, approved July 22, 1861, and under existing orders governing the enrollment of troops. A draft for 10,478 men, to serve for nine months, unless sooner discharged, had been made upon Governor Olden of New Jersey by President Lincoln, August 4, 1862, and soon after full instructions for conducting it were received from the War Department. The draft so ordered was not to interfere with orders governing recruiting, and all enlistments up to September 1, 1862, would be placed to the credit of the State. A general desire manifested and expressed by the State authorities, as well as by prominent citizens throughout the State, to avoid the draft, gave an enthusiasm to recruiting which caused the entire quota to be raised by voluntary enlistment, and in camp by September 3rd, the time appointed for commencing the draft.

On September 20, 1862, the organization of the Regiment having been fully completed, officered and equipped, it was on that day mustered into the service of the United States for nine months, at Camp Vredenburgh, near Freehold, by First Lieutenant Frank D. Howell of the Seventeenth Infantry, U. S. A., having a full complement of men—officers, 39; non-commissioned officers and privates, 909; total, 948.

The Regiment left the State September 28, 1862, went to Washington, and encamped on East Capitol Hill, but soon after crossed into Virginia, and was assigned to a Provisional Brigade, Casey's Division, Defences of Washington. It remained there, employed at various duties, until November 30, when it proceeded to Aquia Creek, Va., and was assigned for provost duty, guarding the railroad, and other duties.

In January, 1863, the Regiment was assigned to the First Army Corps, and joined the Army of the Potomac. The Regiment continued its organization and remained in active service until the expiration of its term of service, when it was ordered to return to New Jersey for discharge. The Regiment was mustered out of service at Freehold, June 30, 1863, by First Lieutenant Robert P. King of the Fifteenth Infantry, U. S. A.

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The Regiment took part in the following engagements: Fredericksburg, Va., December 13 and 14, 1862; Chancellorsville, Va., May 2 and 3, 1863.

The Regiment was made up almost entirely of Monmouth county men.

Below may be found the names of the Field and Staff and the Non-Commissioned Staff of the Regiment, and the officers and men of Company D. (the company furnished by Old Middletown), together with the record of the command as it stood when mustered out of service.

FIELD AND STAFF

Edwin F. Applegate, Colonel; resigned January 16, 1863.

William R. Taylor, Lieutenant-Colonel; Colonel, vice Applegate, resigned.

Joseph K. Davison, Major; Lieutenant-Colonel, vice Taylor, promoted.

Joseph T. Field, Captain Company D; Major, vice Davison, promoted.

Edgar Whitaker, Adjutant.

Peter J. Hendrickson, Quarter Master.

Henry G. Cooke, Surgeon.

Judson G. Shackleton, Assistant Surgeon.

Ezra M. Hunt, Assistant Surgeon; discharged January 7, 1863.

Elijah W. Lawrence, Assistant Surgeon.

Rev. Lester C. Rogers, Chaplin.

478 FROM INDIAN TRAIL TO ELECTRIC RAIL

NON-COMMISSIONED STAFF

Robert P. Miller, Sergeant Major; promoted Second Lieutenant Company E.

Burk C. Stout, First Sergeant Company E; Sergeant Major, vice Miller, promoted.

Jacob R. Schenck, Quartermaster Sergeant; promoted Second Lieutenant Company I.

Charles S. Erickson, private Company E; Quartermaster Sergeant, vice Schenck, promoted.

Peter J. Aumack, Commissary Sergeant, vice Aumack.

Michael M. Cook, Hospital Steward.

COMPANY D

(THE MIDDLETOWN COMPANY)

Joseph T. Field, Captain; promoted Major, February 23, 1863.

Charles Lufburrow, First Lieutenant; Captain, vice Field, promoted.

Larue N. White, Second Lieutenant; First Lieutenant, vice Lufburrow, promoted.

Joseph J. Taylor, First Sergeant; Second Lieutenant, vice White, promoted.

Harvey Jenkins, Sergeant; First Sergeant, March 1, 1863.

John L. Applegate, Corporal; Sergeant, March 1, 1863.

Albert W. Wells, Sergeant.

Thomas J. Herbert, Sergeant.

Samuel T. Frost, Corporal; Sergeant, March 1, 1863.

Corporals—Isaac Story, Spencer S. Morris, Joseph S. Swan, John Grant, Charles M. Patterson, James Seeley, Jr., Gordon D. Thompson, Robert H. Lewis.

Edward W. Lobdell, Musician.

William Campbell, Wagoner.

PRIVATEES

Antonides, Sidney
Atwater, Elias
Bennett, John H.
Brown, Matthew
Card, Thomas
Carhart, Richard
Carhart, Thomas
Carman, James H.
Chatten, Joseph A.
Clayton, Cyrenius
Compton, Thomas
Cottrell, William C.
Covert, Henry L.

Covert, John L.
Crowter, David
Curley, Michael
Davis, Thomas L.
Foster, Henry H.
Griggs, Edgar
Grover, Joseph
Hallem, Marvin H.
Hillhouse, John T.
Hoff, James
Hough, John
Irwin, Harrison
Irwin, Henry B.

Jagoe, Samuel
Johnson, Edward T.
Johnson, John G.
Johnson, Robert
King, John H.
Kipp, John G.
Kress, John
Layton, Edward P.
Layton, Jacob
Lee, Asher M.
Lewis, George W.
Little, George L.
Little, Robert W. C.

Luker, Brazillia	Pease, Cornelius	Snyder, Frederick
Luyster, Henry N.	Reynolds, Francis	Sparling, John H.
Marks, George W.	Runyon, Robert	Stoneman, Peter G.
Matthews, David	Rush, Patrick	Swan, John B.
Moore, John	Schenck, John G.	Taylor, James G.
Morris, Gerardus C.	Schureman, Irving	Tilton, Horatio
Morris, John B.	Scott, Holmes T.	Truex, Henry
Mount, Johnson	Seeley, Uriah	Van Brunt, Wm. P.
Nowlen, William A.	Smith, Charles H.	Vieing, Francis
Parker, Charles A.	Smith, Hendrick H.	Welch, Edgar B.
Parker, Lewis M.	Smith, William M.	

The year 1896 was made memorable to the people of this vicinity, also to the Sandy Hook pilots, by the return of a sea encroachment known as Sandy Hook Inlet. Tradition says that the inlet occurred every twenty years, commencing at the mouth of the Shrewsbury River near the site of the old Ocean House, kept by one Captain Haggerty. From this point it would continue its encroachment, working north, continuing about a uniform width, by filling up of sand on its south side. The last one occurred about forty years ago and, in conversation with an old Sandy Hook pilot, he gave me an incident of its final closing up.

It occurred from the wrecking of the vessel "North America" in a violent northeast storm. The vessel lodged in the middle of the inlet and on a line with the Hook and there remained. The shifting sands gathered around it, completely burying it, thus eventually closing the inlet. The remains of the vessel can be seen at the present writing.

If the twenty-year tradition was founded on fact, old Neptune omitted one repetition within the last forty years; but he may be pardoned on the ground of intereference by obstacles placed in his way, at the expense of thousands of dollars, by the protection erected by the N. J. S. R. R. Co. Many a wintry storm has occurred that would have discouraged the defensive efforts of individuals, but this corporation, backed by the C. R. R., has met an encroachment with a determined occupancy.

The present inlet is located in the neighborhood of the derelict "North America" on Government property. This was the case where a deed would not guarantee the holding, as the narrow beach was swept into the mouth of Navesink River and Sandy Hook Bay, injuring the navigation to the extent that it was estimated that to remove the sand would cost \$200,000. The damage extends still farther, as the ocean waves now beat on the shores of the quiet little hamlet called Sea Side (Parkertown). The Jackson Club House was undermined and the property of Messrs. Ray and Cornwall was placed in imminent danger. Captain Charles M. Peterson, with a gang of men and a steam

pile driver, endeavored, by the erection of bulkheads, to protect the many valuable properties.

The new Leonardville school building was completed in September, 1896. The school opened on Monday, the 28th inst., with forty-nine pupils. It was well equipped with modern school furnishings. It made rapid advancements and increased in numbers through the efforts of its efficient teacher, Mr. G. C. Morris.

In October, contractor J. T. Stout made excavations for a brick store-building, corner of First and Mount Avenues. The building was rapidly pushed forward, and in January, 1897, the central and main store was occupied by grocers Stout and Demerest. The architects were Emery and Moore; the plans were prepared for a one-story building, with all necessary provisions in strength and character as the growth of the town might justify in the addition of other stories. This wise provision was conceived and carried out by the owner, Mr. Edward Jansen, who, by his very generous outlay as a resident and business man, very plainly confirmed his faith in the ultimate growth and prosperity of Atlantic Highlands.

The "Water Witch Park" is located at a point of the Highlands commanding a magnificent view of the ocean, Sandy Hook Bay and Sandy Hook proper. It also possesses an ever-changing scenery occasioned by the commerce of the world to the metropolis. Its central moving spirit was Mr. Ferdinand Fish, who is still its president at this writing. The conditions of the financial world since the organization of this company have been much against its rapid growth. In spite of these opposing conditions, there have been erected and constructed the Water Witch Station, with the real estate office of President Fish in the immediate neighborhood, many beautiful drives and several princely residences, adorn the hill tops at various points of "Water Witch Park."

The Park seems like a thing of life, lying, as it were, in restless composure, ready and waiting to leap out into a degree of development that would attract the eager eye of the ocean-tossed traveler, giving him his first and enchanting view of our free America.

THE ORIGINAL ATLANTIC HIGHLANDS WHARF.

The wharf that was originally built still remains in existence at this time, having apparently fulfilled its purpose; first, by the use of the inshore runway and bulkhead for freight purposes; second, in the use of the second runway and bulkhead for freight, passengers and excursions;

third, runway and bulkhead for freight, passengers and excursions providing sufficient depth of water for the large class of steamers used in the excursion business, also to meet the requirements of the C. R. R. boats that used this wharf from 1881 to 1893, in connection with their Sandy Hook route. This wharf was also used by the "Edwards Dredging Company," of which Mr. Dolbey (now deceased) was a part owner, being used as headquarters and tying-up place, while completing contracts with the Government in dredging out the channel connecting New York City with the ocean. Later used, in part, by the "Pavonia Yacht Club."

After the building of the new wharf, making the C. R. R. terminal at this place, the old wharf was practically abandoned; wagons were prohibited, but passengers on foot were allowed to pass over it to and from the steamer at the other wharf. This was made possible by the erection of a crossing bridge connecting the old wharf with the new at a point at the inshore end of the outer bulkhead.

The old wharf had accomplished a good purpose in its use up to this point of the town's development, although at great expense to the original owners, who had largely supplied the means for its construction. The wharf was sold by the Atlantic Highlands Association to the C. R. R. and repaired by them from time to time as the necessity required for its preservation. The greatest expense incurred in the year of the present writing (1896) was the placing of many new pilings. It was rumored that this was done, not only for keeping the wharf in repairs, but also for the purpose of running an electric railway to and from the steamers. Time, only, can tell if this was the prime motive.

Again we are called upon to record, in 1896, the work of a summer storm on our lee shore, that destroyed ten more of our yachts, followed by five more in 1897.

The opening of bids for the expensive army buildings to be erected at Sandy Hook the coming spring occurred at the army building in Whitehall Street, New York City, on Monday, November 25th. Captain Devol opened and formally announced the respective bids. There were sixteen bids on construction alone. Thirteen buildings are to be erected, all of stone and brick. The cost of individual structures vary from \$2,100 to \$20,000. The barracks are the most costly of the structures to be built and the bake shops the cheapest.

On the evening of December 22nd the Glee Club gave their first concert in the W. C. T. U. Temple. There was

a large attendance and the entertainment was very creditable to the club. After the concert they were given a reception at the home of Miss Emma Savidge.

CHAPTER LXIV.

OLD TIMES IN OLD MIDDLETOWN.

1897.

The following is a letter written by the original Richard Hartshorne to a friend, dated September 12, 1675, from Middletown, New Jersie, and may be of interest at this time.

OLD MIDDLETOWN 221 YEARS AGO.

A Letter Written by Richard Hartshorne in 1675.

His Impressions of Old Middletown and New Jersey—"A Rare Place for Any Poor Man"—How the People Fared in Early Times.

Mr. J. Holmes Hartshorne of Freehold has given to "The Transcript" an ancient letter, which is worthy of publication as showing the condition of New Jersey when first settled and the generous manner in which the first settlers fared. The letter was written from Middletown over 221 years ago. The Richard Hartshorne signing it was a member of the Society of Friends, and was the original settler of that name, and the ancestor of a numerous progeny now widely scattered throughout the United States. The letter is as follows:

THE LORD'S GOODNESS ACKNOWLEDGED.

Dear Friend: My Love is to Thee, and thy wife, desiring your welfare, both inward and outward; and that we may be found steadfast in that truth which is saving, for the welfare of our immortal souls. And, dear friend, the desire of my soul is, that we may know true Love; and I should be glad to see thee and thy wife. I have partly a remembrance of thy wife. And I have thought of thee many times with tears in my eyes. The Lord has done wonderous works for me; unto Him return thanks and praises, who is God over all Blessed forever.

THE WRITER LIVED WELL.

Now, Friend, I shall give some information concerning New Jersie, but time will not permit me to write at length. Thee desireth to know how I live. Through the goodness of the Lord I live very well, keeping between 30 and 40 head of cows, and 7 or 8 horses to ride upon.

SEVEN TOWNS IN THE PROVINCE.

There are seven towns settled in this Province, viz.: Shrewsbury, and Middletown, upon the Sea Side, and along the River side, and up the creek there is Piscataway and Woodbridge, Elizabethtown, New Coake, and Bergen. Most of these Towns have about 100 families; and the least 40. The country is very healthful.

MIDDLETOWN A HEALTHFUL LOCALITY.

In Middletown, where I live, in 6 years and upwards there have died but one woman about 80 years old, one man about 60, a boy about five years old, and one little infant or 2. There are in this Town, in twenty-five families about 95 children most of them under 12 years of age, and all lusty children.

PRODUCTS OF THE SOIL.

The produce of this Province, is chiefly, Wheat, Barley, Oates, Beans, Beef, Pork, Pease, Tobacco, Indian corn, Butter, Cheese, Hemp, and flax, French beans, Strawberries, Carrots, Parsnips, Cabbage, Turnips, Radishes, Onions, Cucumbers, Water-mellons, Mush-mellons, Squashes; also our soile is verry fertile for Apples, Pears, Plums, Quinces, Currans red and white, Gooseberries, Cherries, and Peaches in abundance, having all sorts of green trash in the summer time.

PRODUCTS OF THE WATERS.

The Country is greatly supplied with Creeks and Rivers which afford stores of Fish, Pearch, Roach, Baste, Sheeps-heads, Oysters, Clams, Crabs, Sturgeon, Eels, and many other sorts of Fish that I do not name. You may buy as much Fish of an Indian for half a pound of Powder as will serve 6 or 8 men.

DEER PLENTIFUL.

Deer are also very plenty in this Province. We can buy a fat Buck of the Indians much bigger than the English Deer for a pound and a half of Powder or Lead or any other trade equivalent; and a peck of Strawberries, the Indians will gather and bring Home to us for the value of 6 pence.

A GOOD TOWN TO LIVE IN.

Our Beef and Pork is verry fat and good. The naturale Grass of the country is much like that which grows

in the Woods in England, which is food enough for our Cattle; but by the water side we have fresh meadows Salt Marshes. We make English Bread and Beer; besides we have several sorts of other Drink.

In traveling in the country, and coming to any House, they generally ask you to eat and drink, and take Tobacco, and their several sorts of drink they will offer you as confidently as if it were Sack.

Here are abundance of Chestnuts, Walnuts, Mulberries and Grapes, red and white, our Horses and Mares run in the Woods, and we give them no meal Winter nor Summer, unless we work them; but our cows must be looked after.

Our Timber Stands for fences about the Land we manure; we plough our land with Oxen for the most part. Husband man here and in Old England is all one, making moust of our utencils for Husbandry ourselves, and a man that has three or four sons or servants that can work along with him will down with Timber, and get corn quickly.

The best coming to this country is at the Spring or Fall. We make our soap and candles, and all such things ourselves. In the Winter we make good fires and eat good meat; and our women and children are healthy; sugar is cheap, venisan, Geese, turkeys, Pidgeons, Fowls and Fish are plenty, and one great happiness we enjoy, which is we are very quiet.

I could give thee more information concerning this country but time will not give leave. In short, this is a rare place for any poor man, or others; and I am satisfied that people can live better here than they can in Old England, and eat more good meat. The vessel is going away, I have no time to copy this over; therefore take the sense of it. My love salutes thee. Farewell.

RICHARD HARTSHORNE.

New Jersie, Middleton, 12th of the 9th Month 1675.

The following is the list of officers of some of the organizations of the town for this year, 1897, as appeared in the January issues of the "Journal."

ROYAL ARCANUM OFFICERS.

At the recent annual meeting of the Royal Arcanum of Atlantic Highlands, these officers were elected:

Regent—W. D. Stout.

Vice-regent—William Moore.

Orator—Gordon Patterson.

Past regent—A. S. Wooding.

Secretary—Charles R. Snyder.

Treasurer—John M. Demarest.

Chaplain—J. S. Crusier.

Guide—J. T. Stout.

Warden—George Beakes.

Sentry—John Dowd.

Trustee—Randolph Martin.

KNIGHTS OF PYTHIAS.
THE NEW OFFICERS AND THEIR INSTALLATION.

The Atlantic Highlands Lodge, Knights of Pythias, elected new officers for the ensuing term as follows:

Chancellor commander—Frank Muir.	Master of exchequer—A. V. S. Crate.
Vice-commander—Calvin Miller.	Master of finance—E. H. Cook.
Prelate—S. T. Champion.	Inside guard—Edward Quackenbush.
Master at work—W. T. Franklin.	Outside guard—A. C. Hart.
Master-at-arms—L. H. Foster.	Trustee—James A. Sage
Keeper of records and seals—C. A. Fort.	

Representative to grand lodge—Percy Falkinburg; alternate, W. F. Mount.

On Monday night of this week the officers were installed by Dr. W. S. Whitmore, the Deputy Grand Chancellor, of Oceanic.

An election for three school trustees of the borough of Atlantic Highlands to succeed W. T. Franklin, J. B. Swan and Mrs. M. E. Allen, was held at the school building on Tuesday evening, commencing at 8 o'clock. M. E. Curtis was chosen chairman, W. F. Mount, clerk, and George Brannin and Edward Powell, tellers. W. T. Franklin and Mrs. Allen were candidates for re-election and Charles Van Mater was on their ticket in place of J. B. Swan, who had refused to be a candidate. John Ellis and W. P. Irwin were also candidates. The total number of votes polled was 114.

At the annual meeting of the Hook and Ladder Company last Thursday night the following officers were elected: president, E. H. Cook; secretary, Charles A. Fort; treasurer, W. T. Franklin; foreman, George E. Jenkinson; 1st assistant foreman, John B. Valteau.

ANCHOR LODGE OFFICERS.

The following officers were installed in Anchor Lodge of Odd Fellows of Atlantic Highlands by District Deputy Joseph S. Clark on Wednesday evening:

Noble Grand—John Oliver.	Chaplain—William M. Foster.
Vice-Grand—John Hageman.	Supporters to N. G.—W. V. Stryker, Wm. Wagner.
Recording Secretary—F. D. Loux.	Supporter to V. G.—William Card.
Permanent Secretary—Walter E. Curtis.	Scene Supporters—Jacob Swan, Thomas Walling.
Treasurer—Edward P. Magee.	Inside Guardian—John Parent.
Warden—Hugh Warden.	Outside Guardian—Abram Siegel.
Conductor—James H. Bills.	

AMERICAN MECHANICS' OFFICERS.

The following are the new officers of the council of American Mechanics of Atlantic Highlands, recently elected:

Junior Past councillor—Randolph Vorhees.	Financial secretary—C. N. Pippitt.
Councillor—Lewis H. Foster.	Warden—Charles Samuels.
Vice-councillor—William L. Wells.	Conductors—Charles Combs.
Recording secretary—Fred D. Loux.	

JR. O. U. A. M. INSTALL OFFICERS.

The semi-annual installation of Portland Council, No. 105, occurred on Tuesday night. The officers installed are as follows:

Jr. Past Councillor—Lewis Foster.	Treasurer—H. O. Todd.
Councillor—Fred D. Loux.	Conductor—C. D. Thorne.
Vice-Councillor—Charles Samuels.	Warden—John Bergen.
Recording Secretary—O. B. Irwin.	Inside Guard—Harry Tompkins.
Assistant Recording Secretary—Charles Loux.	Outside Guard—Robert Lewis.
Financial Secretary—C. Norris Pippitt.	Trustee—Robert Lewis.

At the annual meeting of the stockholders of the Atlantic Highlands National Bank, held at the banking house on Tuesday, the old Board of Directors was re-elected as follows: Thomas H. Leonard, president; Benjamin Griggs, vice-president; Charles Van Mater, cashier; N. H. Roberts, J. E. Foster, P. S. Conover, Jr., J. T. Stout, W. T. Franklin and John J. Leonard.

THE LAKE SUBMARINE CO.

The annual meeting of the Lake Submarine Company was held in Atlantic Highlands last week, at the office of J. E. Foster, the counsel of the company. The following officers were elected:

President—Simon Lake of Atlantic Highlands.	Secretary—S. T. Champion of Atlantic Highlands.
Treasurer—W. T. Malster of Baltimore.	Directors—J. B. Stanford, W. T. Malster, J. C. Lake, S. T. Champion and Simon Lake.

A submarine boat is now in course of construction at Baltimore for the company.

The officers of the new masonic lodge here installed last week are W. M., Walter E. Curtis; S. W., George D. Fay; S. W., George Brannin; Treas., T. H. Mickens; Sec., C. A. Cruser; S. D., J. E. Ralph; J. D., W. C. Clark; S. M. C., G. F. Bartleson; J. M. C., J. H. Van Mater; Tyler, C. H. Snedeker.

The Atlantic Highlands Knitting Mills are in operation on the third floor of the Bartleson building. A number of young women are employed there already, finishing the

knit goods, besides the corps of knitters. The samples of sweaters, leggins and so forth on exhibition speak well for the skill and success of the enterprise.

In honor of one of the earliest pioneers of the town, William M. Foster.

January 14, 1897.

SURPRISED BY BROTHER KNIGHTS.

William M. Foster Honored on the Event of His Sixtieth Birthday. The Knights of Pythias Lodge, of Which He Is a Member, Gives a Banquet in His Honor—Presented With a Valuable Gift—
Congratulatory Remarks, Etc.

The Knights of Pythias lodge room, famed for its many enjoyable social events, never witnessed a more brilliant affair than the banquet given as a surprise to our distinguished citizen, Mr. William M. Foster, in honor of the sixtieth anniversary of his birth on Monday evening last. The affair was a complete surprise to Mr. Foster. He came to the lodge room, as usual, and at the close of business started to leave the room, but found the door securely fastened on the outside. He was kept in suspense for a few minutes with all sorts of explanations, when presently the outer door was opened and in marched about seventy-five ladies and gentlemen. It gradually dawned upon Mr. Foster's mind that it must be in honor of his birthday, and a more surprised man than he you never saw in your life.

The affair had been planned and carried into execution by George E. Jenkinson and Edgar H. Cook, with the hearty co-operation of every member of the lodge. To keep the secret from reaching Mr. Foster was a very difficult task, but it was done in a wonderfully successful manner. After extending congratulations to the gentleman, in whose honor they had gathered, the guests conducted themselves in an informal manner until called to order by Past Chancellor George E. Jenkinson, to whose lot it generally falls to preside on such occasions.

The exercises opened with a recitation by Miss Letitia Bowne, who rendered "Barbara Frietchie" in a manner highly creditable to herself and pleasing to the audience.

Dr. W. S. Whitmore was next introduced, who in a few well chosen and appropriate remarks, presented to Mr. Foster, in behalf of his brother Knights, a handsomely bound autograph album, in which all present afterwards inscribed their names.

Those present as they were seated at the table are as follows: Roger Fort, Professor W. T. Whitney, Maud L. Shaw, Delene G. Swan, Mr. and Mrs. Sculthorp and daughter Ethel, Sophia Walling, Mrs. Drake, John B. Swan, Sr., Mr. and Mrs. H. B. Zebley, Mr. and Mrs. George E. Jenkinson, Dr. W. S. Whitmore, Mr. and Mrs. F. A. White, T. J. Emery, Mr. and Mrs. C. Samuel, Fannie Ravatt, Mr. and Mrs. A. C. Oliver, Miss Emery, Julia Morris, Evelyn White, F. C. Moore, Miss Lacey, Lillian White, Mrs. M. A. White, Henry VanNote, B. F. Champion, W. C. Clark, Bertha Powell, Blanche Spinning of Red Bank, George Mount, Mr. and Mrs. E. H. Cook, Mr. and Mrs. Henry VanPelt, Edith Sickles, May Hart, Frank Muir, Leola Magee, Mr. and Mrs. E. R. Champion, Mr. and Mrs. Lewis Foster, William M. Foster, Letitia Bowne, Mr. and Mrs. S. F. Patterson and daughter, Leona Patterson; Mr. and Mrs. W. A. Sweeney, Mr. and Mrs. John Perrine, Charles D. Thorne, Phil. Shlewin, Mr. and Mrs. E. R. Tumen, Mrs. Henry Ritter, George Mackey, J. M. Quackenbush, Percy Falkinburg, Fred Linden, W. F. Mount, Tunis Muller, J. E. Foster, J. S. Quackenbush, Clarence Quackenbush, Charles Stenzel, A. Quackenbush,, John Parent, Morris Siegel, J. E. Quackenbush, C. A. Fort, Calvin Miller, S. T. Champion, James A. Sage, A. V. S. Crate, J. L. Ingling, Thomas Dawson, W. B. Savidge, W. T. Franklin and John Hegeman.

A letter of regret was read from Reverend J. B. Haines.

ANNUAL REPORT OF BOROUGH. STATEMENT.

The following are the receipts and expenditures of the borough of Atlantic Highlands for the year ending February 20, 1897:

RECEIPTS.

Balance on hand, March.....	\$ 141.79
License	816.10
Water rents.....	5,773.82
Sidewalk accounts.....	382.22
Sale of lamps and timber.....	24.50
C. T. Leonard an account of lease of electric light poles....	200.00
County Collector, State R. R. tax.....	820.91
Back taxes.....	1,340.61
Taxes, 1896.....	24,357.30
Interest on back taxes.....	150.78
Revenue from electric lights.....	204.83
Sale of electric light bonds.....	15,463.50
Notes	36,000.00
	\$85,676.36

DISBURSEMENTS.

Ways and means.....	\$ 3,920.51
County Collector for school and county tax, 1896.....	11,648.66
Balance to school fund account of special school tax, 1895..	1,863.35

490 FROM INDIAN TRAIL TO ELECTRIC RAIL

School fund account for interest.....	750.00
On account special school tax, 1896.....	1,550.00
Interest on improvement bonds.....	6,000.00
Notes	31,500.00
Water department.....	2,851.32
Streets and sidewalks.....	3,863.02
Police department.....	488.84
Fire department.....	34.89
Poor account.....	79.05
Board of Health.....	186.49
Sewer account.....	34.95
Lighting streets with gas and oil.....	988.91
Cost of electric light plant.....	15,735.88
Cost of running electric light plant.....	1,844.87
Cost of extensions to electric light plant.....	790.67
Balance on hand February 20, 1897.....	1,545.85
	\$85,676.36

At a meeting of the Mayor and Council of this borough it was deemed advisable to set the following appropriations for the ensuing year to be voted on at the coming election:

Incidentals	\$ 6,000.00
Water and Sewer.....	3,000.00
Lighting	3,000.00
Streets	3,000.00
Police	800.00
Fire Department.....	100.00
Poor	100.00
Board of Health.....	200.00
Total	\$16,200.00

This statement is made in accordance with the borough act of 1878. See Sec. 75 of the general State laws of New Jersey, Vol. 1, page 192.

Signed this 24th day of February, 1897, at Atlantic Highlands, N. J.
F. A. MOREHOUSE, Clerk. JACOB T. STOUT, Mayor.

Samuel T. White removed to his large building, located on the northeast corner of First and Bay View Avenues, where he did a large grocery business for years. In about 1910 his son, Charles H., assumed charge of the business, at the retirement of his father. Messrs. Stout and Demerest, two enterprising young men of the town, moved from the White building to the Jansen building, corner of First and Mount Avenues, and continued their grocery business there, under the title of the "Atlantic Grocery Company."

Messrs. E. P. Magee and Son removed their butcher business from the north side of the Swan building, by the post office, to their building, which they had purchased from S. T. White, located on the southwest corner of Center and First Avenues.

In March of this year, the Reverend F. C. Colby, the first pastor of the Central Baptist Church, resigned his pastorate, the resignation to take effect about the middle of April.

The drinking fountain that had been presented to the borough by the "King's Daughters" of the town was removed from the sidewalk near the post office to the broad avenue leading to the railroad passenger station, and the avenue, 62 feet wide, was called Fountain Avenue from that time.

We experienced a loss at this time in the death of Julius Ehrman. He was missed by the community, as he was a spirited and honored citizen.

Samuel Goodenough died on April 10th of this year. He was one of the many who left our community and crossed the continent in the great gold excitement of the "forties," experiencing untold suffering in treading his way to California, hoping to be of the lucky ones in the great struggle for gold; crossing the country with an ox-team and on foot to participate in the exciting conditions of the time and place. Upon his return, he assisted in the organization of the renowned "Harlem Savings Bank," and continued as a prominent official in that institution until his death.

The borough election of officers for the year 1897 was very interesting and exciting. The previous Council, consisting of the Mayor and four Councilmen, was tied, from the fact that two of the Councilmen were considered as the "Regulars" and two were more in sympathy with what had been known as the "Antis" party. This condition of affairs had produced some bitterness and had interfered to some extent with official operations, and had often handicapped Mayor Stout in what he considered the best interests of the town. This feeling culminated at the spring election. Ex-Mayor Leonard was made to feel it his duty to stand at the head of the regular ticket. For Councilmen were nominated S. T. White, L. S. Sculthorp, T. H. Mickens, C. A. Quackenbush, William Mooney and W. C. Clark. The opposition ticket consisted of J. M. Quackenbush for Mayor; for Councilmen, S. T. White, S. T. Bloodgood, Franklin Patterson, D. J. Roberts, William Mooney and John L. Perrine. The following is the result of the contest and election, quoted from the local paper.

NEW OFFICIALS SWORN IN OFFICE.

Mayor Leonard Takes Hold of the Reins of Government.
The New Mayor and Council Organized Monday—A. C. Hart Chosen,
Borough Clerk and J. E. Foster Counsel—Regular
Session Tuesday Night.

"The newly elected officials of the Borough of Atlantic Highlands took the oath of office at the truck house on Monday afternoon, at 3 o'clock. At the appointed hour the Mayor and Councilmen elect arrived in a body. Immediately Mayor Stout called the out-going Council to order, those present, besides the Mayor, being Messrs. Posten and Quackenbush. Clerk Morehouse read the result of the election, after which Mayor Stout asked that Mr. Leonard, having received the highest number of votes, come forward and take the oath of office. The oath was accordingly administered by Clerk Morehouse.

"Ex-Mayor Stout then arose and addressing his successor said in substance: 'No one knows, Mr. Leonard, better than you, the duties involved as Mayor of Atlantic Highlands—the labor, the pleasures and the hire. The labor is sufficient, the pleasures few and salary little, but honor still remains. It is an honor to be chosen for office, be the municipality in which you are chosen, large or small, inasmuch as it signifies in either case that you have the good will of a majority of your fellow men. It is particularly an honor in your case being elected, as you were, solely upon your merits. No matter how solicitous you may be for the welfare of the people during your administration there will be some people who will kick—a good many are constituted that way—and the best way to pursue is aptly illustrated in a story about a dog and the moon. It was the habit of the dog to bark every night at the moon, but to no avail, as the moon moved on just the same. Take no heed, therefore, of the small dogs who will continually bark at your heels but continue to the end as your best judgment dictates.' The Mayor and ex-Mayor shook hands and the new Mayor took his seat.

"The remaining officers were sworn in by Clerk Morehouse in the order that follows: Councilmen, S. T. White, Lewis S. Sculthorp, W. A. Mooney, C. Amzi Quackenbush, T. H. Mickens and W. C. Clark; Collector, N. H. Roberts; Constable, John Oliver; Commissioners of Appeal, Edward Hooper, S. S. Morris and Jonathan T. Stout; Pound-keeper, A. J. Cook. The absentees were surveyors of the highway Martin and Sage, Overseer of the Poor Jennings, Assessor Cook and Pound-keeper Gaffey."

The following appeared in the "Journal."

BY WAY OF INTRODUCTION.

A Word or Two About the New Mayor and Council.

"The newly elected Mayor, Thomas Henry Leonard,

is a real estate operator and largely identified with the interests of the town. He held the office of Mayor previous to Jacob T. Stout's election.

"S. T. White is a grocer and shoe dealer and an enterprising merchant. He is treasurer of the Firemen's Relief Association of the borough and a Justice of the Peace.

"Lewis S. Sculthorp is a boot and shoe dealer and one of Atlantic Highlands' most prosperous merchants. He comes under the head of the 'young men of the Council.'

"C. Amzi Quackenbush is a contractor and builder by occupation and a property owner in the borough. He has been a resident of the borough about five years.

"Thomas H. Mickens came to Atlantic Highlands from New York several years ago, became interested in the place and today is among the largest holders of real estate in the borough.

"William Mooney is an engineer on the C. R. R. of New Jersey, and if he is as careful in his official capacity as he is in his profession, will make an excellent councilman.

"William C. Clark is connected with the Corning Lumber Co., having entire charge of the Atlantic Highlands branch. He is the youngest member of the Council and the only one of its members enjoying single blessedness."

A joint meeting of the Boards of Health of the township and borough occurred on April 3rd, to inspect Many Mind Creek. It was decided to widen and deepen said creek from the shore to Jackson Bridge and George B. Davis's line. The township committee consisted of Messrs. George E. Jenkinson, George F. Bartleson, D. W. Van Note, Omer Sickles, and Dr. O. W. Budlong; of the borough, Messrs. E. H. Cook, Percy Falkinburg, A. C. Watrous, W. T. Franklin, Thomas Jennings and Thomas J. Emery.

The death of the writer's father, Thomas Leonard, occurred on May 9th of this year. I feel that I will be pardoned if I insert the obituary as it appeared in the local paper, "The Atlantic Highlands Journal," May 15th.

OBITUARY.

THOMAS LEONARD

"Thomas Leonard, a prominent resident of Middletown township, died at his late home at Leonardville on Sunday morning of this week. He had been sick for about six months prior to his death, gradually succumbing to age and infirmities. Mr. Leonard was born September 5th, 1815. His father attained the age of 86 years. His parents were William and Elizabeth Leonard.

"Thomas Leonard was one of six children of whom the late Richard A. Leonard, Sr., was eldest; the late Mrs. Mary McClane, next; Thomas Leonard, third; John S. Leonard of Red Bank, fourth; William Leonard, deceased, fifth, and Elizabeth A. Leonard, deceased, sixth. A singular fact about the family is that all the members have lived and died within a radius of a few miles.

"Like his brothers and sisters Thomas Leonard was devoted to religion and was always active in church work from his youth. He was the youngest member ever received by the Middletown Baptist Church at the time he united with it, about 1830. He was later one of the organizers of the Second Middletown (Navesink) Baptist Church about 1852, of which he was made a deacon, trustee and treasurer; offices that he filled ably and faithfully until the Atlantic Highlands Baptist Church was organized. He was also one of the charter members of the latter organization and filled like offices for it until his last illness compelled him to resign about four months before his death.

"As a church member he was a faithful attendant of all appointed services and an active participant in regular and special prayer meetings. He loved the favorite old hymns and especially enjoyed congregational singing. His purse was always open to supply needs of church and pastor and to benefit the poor.

"As a business man he began life as a produce salesman in New York, selling the products of his father's farms. About 1849 he purchased the store and business of his father, now conducted by his son, Edward W. Leonard, and also bought the homestead farm of 50 acres where he resided until his death. He subsequently added the Debowe farm, afterwards owned by his eldest son, James H. Leonard; the Brown farm which he sold to his second son, Thomas H. Leonard; and the major portion of the Bowne farm lying south of and adjoining the borough of Atlantic Highlands. The two farms which he sold to his sons now constitute the central and thickly settled portions of Atlantic Highlands, and indeed all the property is available, for town lots. His estate has been reckoned at about one hundred thousand dollars, a large part of which, however, he distributed among the early private and public enterprises of the town during his lifetime.

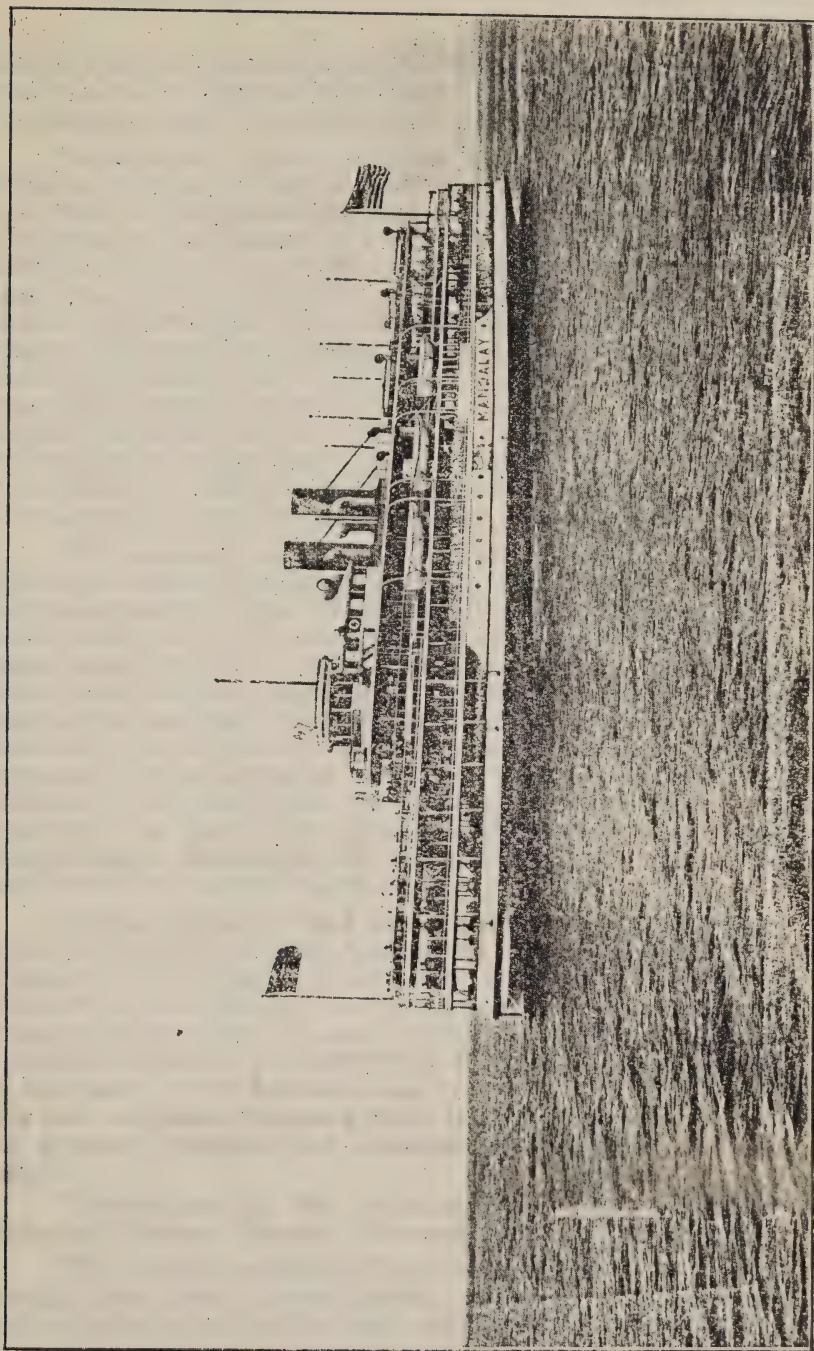
"Thomas Leonard married Mary A. Hopping February 5th, 1840, who survives him after 57 years of happy marital experience. Three sons survive him, Thomas H. Leonard, Mayor of Atlantic Highlands; Edward W. Leonard, post-



The CASTLETON

THE MANALAY PIER AND STEAMBOAT CASTLETON.

See page 594



STEAMBOAT MANDALAY.

See page 595

master and merchant at Leonardville, and John J. Leonard, who resides on Leonardville road. His eldest son, James H. Leonard, died in the year 1894.

"Impressive funeral services were conducted at the Atlantic Highlands Baptist Church on Tuesday, May 11th, at 2:30 p. m., Reverend William B. Harris, a former pastor, officiating in the absence of Pastor H. W. Hillier, in Europe. Reverend E. C. Curtis, D. D., J. K. Manning, D. D., Edward Loux and W. H. J. Parker assisted in the services. The church was crowded with relatives and friends of the deceased. A quartette consisting of Miss Emma Savidge, Mrs. Moreton Southall, Mr. J. C. Moore and Mr. Rufus Savidge sang the favorite hymns of the deceased; Miss Letitia Bowne presiding at the organ. The interment was made in the family plot at Fair View. Ex-Mayor Jacob T. Stout, A. C. Watrous, Edward T. Burdge, John Southall, Andrew Bowne and Joshua Van Pelt were the pall bearers.

"Mr. Leonard took great interest in public questions and improvements but never aspired to hold political office. He was a reader of the "New York Tribune" from its foundation until his last illness. One of the pioneer enterprises encouraged by Mr. Leonard's aid was the location of the depot known as Hopping station and establishing and maintaining the old stage route from this point to Leonardville, Navesink and Highlands until the Sandy Hook route was opened. He co-operated with his sons, James H. and Thomas H. Leonard, and other public spirited citizens in founding the Bay View Transportation Company which maintained a steamboat line between Atlantic Highlands and New York about four years.

"Thomas Leonard was one of the principal organizers of the Atlantic Highlands Association and was director and treasurer of the company for about five years. He was a member of the Citizens' Association, representing the progressive interests of Atlantic Highlands, which secured an extension of the N. J. Southern R. R. from Hopping station to this town. Mr. Leonard was treasurer and director of this new railroad company until it was consolidated with the present Freehold and Atlantic Highlands R. R. Company.

"Geneologically, Mr. Leonard is of English descent, claiming lineage through Thomas Leonard of England.

"The family settled in two branches in New Jersey, coming here from Massachusetts; James Leonard settling in the northern part of the state and Henry Leonard buying land and settling in Monmouth county about the year 1668.

Thomas Leonard's grandfather, also Thomas Leonard, owned the family homestead in this vicinity.

"His unselfish and untiring efforts for the development of the place knew no bounds.

THOMAS LEONARD.

(Clipping from the "Press.")

Death of One of Our Oldest and Foremost Settlers.

"Thomas Leonard, whose death occurred on the 9th instant, was born on September 5, 1815, in the old homestead at Leonardville, where he died, having lived continuously in the same house for nearly eighty-two years. In his long life he builded, not for himself, but for others. It can be truthfully said, but for him, the present Borough of Atlantic Highlands would not have had an existence, as he was one of the few whose individuality gave it birth."

The memoirs from his own pen, about the last act of a long and active life, as recorded in chapter fourteen, are very dear to me (his son), and to all interested in the founding and development of Atlantic Highlands. They save to future history many facts that would otherwise have died with him, as he was about the last of his generation. His loving wife often wondered at his persistency, but his hand was guided by an unseen power, for it was so unlike his own dear self to confine himself to the pen. But few knew his character as I, and I never knew him to study his own comfort or benefit, but simply to push on to perform his part and to do it well.

On Sunday morning, May 9th, the Central Baptist Church extended a unanimous call to the Reverend W. H. Shermer of Elizabeth to become their pastor.

The G. A. R. held their memorial service in the Central Baptist Church on Monday, May 31st; speakers, Honorable Frank Sutherland and Reverend W. H. Shermer.

The death of the Borough Superintendent, W. Percy Falkinburg, which occurred July 13th, took from our midst one of the best and most useful citizens. The following appeared in the local paper:

"The funeral of the late Borough Superintendent W. Percy Falkinburg, was held at the Methodist Church on Thursday afternoon, and was very largely attended. The Mayor and Council were present, and the Knights of Pythias and firemen of the borough, and also a delegation of Knights from Red Bank. The floral offerings were numerous and very handsome. During the time of the funeral all the business places in the borough were closed. The funeral was under the direction of A. M. Posten. The pall-

bearers were F. Muir, C. A. Fort, Hugh Warden, Calvin Miller, Fred Linden and Joseph Gardiner. Reverend E. Loux read the opening hymn; Reverend W. H. Shermer, A. M., of the Central Baptist Church, offered prayer; Reverend Dr. Curtis read the Scripture selection; Reverend W. W. Johnson of the A. M. E. Church read a hymn; Reverend J. B. Haines, A. M., preached the sermon, followed by Reverend Joseph G. Reed of Ocean Grove (a former pastor), who delivered an address. The interment was at Bay View Cemetery. Reverend Mr. Haines officiated at the grave, assisted by Reverend E. Loux. The burial service of the Knights was recited by S. T. Champion."

Gates were erected in July by the C. R. R. at the Center Avenue crossing, as serious accidents had occurred there.

A BANNER PRESENTATION.

An interesting feature of Monday morning's exercises was the presentation of a large banner to the Casino by Mr. S. J. Nathan, one of our most progressive summer residents. The banner is a blue one, of large dimensions and inscribed in white letters "Atlantic Highlands Casino." The donor made some very appropriate and pleasing remarks in making the presentation, to which Mr. George F. Lawrie, president of the Casino, ably responded. The orchestra played inspiring airs and everybody had a good time. The banner will float daily from a large flag staff yet to be erected, but which is now on the ground.

The prospects for the season are very flattering, there being a large increase over last year in season tickets, besides several new members. The new plan of admission is becoming quite popular, and besides giving everyone an opportunity to enjoy the privileges, will yield some additional revenue. Hanford Crawford, the new chairman of the House Committee, is sparing neither time nor pains to make the season both a social and a financial success.

Daily concerts at 10 a. m. and 8 p. m. are now in progress.

Our worthy citizen, George F. Lawrie, bought twenty-nine acres of land at Chapel Hill, owned by the Mrs. Sarah Stout estate.

Mr. Webster Swan assumed the duties of postmaster at Navesink, N. J., at this time.

The following is from the pen of Reporter George H. Stout, for "The Journal," relating to the highest point in Atlantic Highlands:

THE SUMMIT OF OBSERVATORY PARK.

A View from the Tower.

220 Feet Above Water Level—A Magnificent View of Ocean, Bay and Landscape—A Popular Resort for Sightseers.

Mr. George H. Stout—Reporter for "The Journal."

"The other day I sauntered lazily hillward with intent to seek a change by inhaling the fragrance of the woods and undergrowth. Way up the hills, almost hidden by the tall trees, there was situated the large observatory. Climbing its forty-seven steps skyward there was spread a scene of incomparable beauty, scarcely to be described. The top of the tower is forty feet above its base and the ground descends from it on all sides. The platform at the top, which is about 10 feet square, has a bench on one side and a rail to protect the observers and to afford them needed rest after their weary ascent cloudward.

"Looking northward, or in fact, in any direction, the scene is sublime. Toward the east is the ever changing panorama of the great sea, bearing upon its bosom thousands of crafts from the great stately ocean steamer, the large merchantmen, down to the humble sea skiffs of the fishermen which at that height and distance seem to resemble sea fowl skimming merrily hither and thither over the waters. It is very pretty to gaze upon.

"Turning the eye toward the north there is to be seen far off Rockaway Beach, then Coney Island with its mammoth hotels and other attractions; thence South Brooklyn, the towers of the bridge, Trinity's spire, the Statue of Liberty, Staten Island's villages and shores, including South Beach, the Kills; then Raritan and Middletown's shores and the pretty villages fringing them and the railroad line—Lorillards, Keansburg, Port Monmouth, Belford, Leonardville, and last from the western direction, Leonard Avenue station, etc., Brevent Park with its ever-growing increase of cottages, till down nearly to your feet lie the symmetrical avenues of Atlantic Highlands' Hubbard tract and the fair Atlantic Highlands itself, with its pretty cottages and its avenues, crossing at direct right angles, or in sinuous form upon the hills, to give variety to scenery in enchantingly romantic views.

"Turn your eyes again to the southwest and they meet the great chain of wooded hills back from ancient Middletown to and beyond Holmdel. Now let the aspect change. Look southward, the lovely, charming Hillside, dotted with tasteful cottages and backed on the hills with dense growth

of woodland that forms a magnificent frame for a natural picture of wondrous beauty, the lower lands seeming to be

'Stretching in pensive quietness between'—

that is, between the tall chestnuts and oaks cresting the hills and the sure and certain approach of the cottagers seeking 'pastures new.'

"Let the eye continue further to the southeast, the silvery ribbons of the Shrewsbury Rivers, dotted on their banks with incomparable villas, on perfect roads, relieved with patches of woodland that make it a vast park apparently planned on a most comprehensive scale. Further yet, the great hotels of Long Branch and the wide, endless sea, the invigorating air from which seem to stimulate the lungs with new energy, the heart to enjoy new sensation; famous Rumson Beach, Seabright—the mind to say 'God is infinite.' The brain becomes intoxicated with an indescribable pleasure in viewing this vast picture painted by nature in its happiest of moods. At last the east, a primeval forest of altitudinous oaks and chestnut, wild, untrodden, reaching seaward. It hides the view. It itself is a view of quiet grandeur and peacefulness.

" 'How lovely,' is the first and often expressed sentiment of the panting woman visitor on reaching this elevated perch, not for the first time only but at every repetition of her visit. Her male companion echoes, but in other words, 'How grand,' and sits on the rude bench for reflection and contemplation of the vastness and the varied beauty that nature provides for him, free of cost, far excelling all the works of art accomplished or even attempted by the extreme in fancy.

"Such is the outlook. I gave myself to reflection and a reverie. Hours passed. Fair women and gallant attendants sought the eyrie in midair. Their exclamations were of delight.

"This tower, built on the high land of Observatory Park, was a gift of Mayor Leonard, and it is free to all seeking its advantages. Hundred and hundreds go up its stairs and descend them with feeling of absolute satisfaction.

"I was roused from my pleasant reverie by thunder in the southwest. The pure, clear sky, with occasional mackerel clouds, had given place to billows black, threatening, rolling with swiftness, and angrily toward the observatory. Then the wind came, gently at first, then with increasing powerful force, threatening the total wrecking of the structure. Suddenly it struck it. The ships at sea

disappeared as if immediately sunken in the depths, for the clouds, wind and sea met in furious embrace.

"The last visitor had left the upper platform of the observatory. I remained. The strength of the winds continued, causing the structure to tremble. It did not sway or rock for on every one of its four sides were heavy braces of oak trees. The lightning seemed to be indulging in a play spell, darting hurriedly into the woods and more frequently into the disturbed turbulent water. Yes, it was a grand party, a pretty sight of heavenly electrical pyrotechnics, thrilling to look upon, and showing the greatness superior to the art of man and bewildering in impression. By and by the clouds softened their angry edges and blackness. The rain stopped and the winds withdrew their vengeful motion. The sky became clear and the 'inconstant moon,' pale and pearly, asserted her pleasing presence. The woods and house tops reflected her radiance and art also asserted itself, for of the electric arc plant there were to be seen and counted over the avenues forty of the lamps that could guide the wayfarer in weak imitation of the power of the illimitable and the everlasting.

"During the sunny light of the day I had seen on the benches many names and initials of people who seem to think fame is to be attained in a cheap way, common to many people, whose only fame lasts as long as the cuttings and shavings that disfigure a tower.

"Some figures may be appropriate. From the base of the tower down to the water level is about 220 feet. The visitors are large in number. One day a week ago, there were thirty-three men, women and children occupying the slender space on top of the observatory."

The sea bursting an inlet through the narrow strip of land connecting the Sandy Hook with the main land at a point back of Island Beach caused great damage and surprise to the "Sea Side" portion of the Lower Highlands (as it is sometimes called). It occurred on the 22nd of October, the sea breaking over and submerging this part of the town. The breakwaters and bulkheads were flanked as completely as ever an enemy flanked an opposing force.

The tide began to rise early in the day. The sea became furious and dashed against the piling that served as the only protection to "Sea Side" with unrelenting force. Finally the bulkhead near the Jackson Club gave way and the sea rushed over the streets of the village. Miller Street, the main street of the town, presented a watery appearance, as well as the cross street, Bay Avenue.

The good housewives of the town submitted to all necessary innovations, such as the temporary substitution of their back piazzas for the swine family. Shopping was largely placed in the hands of the "Lords of the Household," with an occasional exception where no "Lord" existed. Then was displayed the gallantry and courage of a "Knight of Old England," and the good "Dame" was landed safe and sound, by pig-back methods, at the doors of the "Macys" and "Wanamakers" of the town.

The following clipping will show the activities of Freeholder Amzi M. Posten and others in Navesink:

(October 7th.)

"The new bridges recently erected in this vicinity by Freeholder Posten, three in number, are, besides being substantial structures, very attractive in appearance. Iron culverts are used for the waterways and the side walls are rustic stone. The bridge near the Bloomer property, the construction of which was superintended by Frank Despreaux, is the most attractive in design, the coping of the side walls being very artistic indeed. The mason work on all the bridges was done by Mr. Frank Hower."

(The Journal—October 7th.)

"The annual meeting of Grand View Hose Company No. 2 was held on Monday evening, and the following officers elected: President, Charles Van Mater; Vice-President, George Brannin; Secretary, Wilbur A. Campbell; Assistant do., F. B. Rue; Treasurer, H. O. Todd; Foreman, Edward Oakes; 1st assistant, James B. Stout; 2nd do., Ira Antonides, Jr.; Standing Committee, Benjamin Jennings, J. J. Mulligan, Jacob Rohde. Frank E. Price was elected a member."

The following death requires more than passing notice as it sunders the past from the present by methods that cannot be replaced. Mr. William A. Maxson, a resident, whose life almost spanned a century, passed away in sight of his "Old Homestead" in "Lufburrow Locust Grove." We have often looked with veneration at the ruins, left by a fire, marking the house of one of the earliest families, many members of which have taken such an active part in our local affairs.

OBITUARY.

WILLIAM A. MAXSON

(October 16th.)

On Saturday last, William A. Maxson of Navesink died at his home there, aged 92 years. He saw the early years

of the century and its latter years also. His father, John Maxson, was a revolutionary soldier. When a prisoner of war at Freehold his sister exchanged clothes with him in his prison enabling him to escape and save his life. John Maxson died in 1830. His son, William A. Maxson, married in 1836 Margaret Mount, daughter of Timothy Mount, who survives him. Of five children three are living; Mrs. A. Connor, Timothy M. Maxson and Edwin E. Maxson.

Funeral services were held at his late home on Tuesday, Reverend J. C. Lord officiating. The interment was in All Saints Cemetery. The pall-bearers were Messrs. George H. Sickles, J. H. Patterson, William Bennett and William Burdge.

Mr. Vincent La Marche of New York gave out the contract for a large dwelling on the river side, to cost about \$12,000. Frank J. Davis received the contract, with our old veteran mason, Nimrod Woodward, to do the mason work.

Reverend George W. Winrick, of Ringoes, N. J., was called to the pastorate of the Presbyterian Church of this town, to assume the position about December 1st.

The Reverend W. H. Shermer, pastor of the Central Baptist Church, died suddenly in November 19th at Providence, R. I. He had been under the care of a specialist for some time there. He was brought home to his own church, where a very long and interesting service was held, the Elizabeth First Baptist Church uniting with his own in the service.

An interesting banquet was held, which was recorded as follows:

K. OF P. ENTERTAIN.

EIGHTH ANNIVERSARY CELEBRATED WITH A BANQUET.

Speech Making—Vocal and Instrumental Music—A Novel Plan to Entertain Guests.

The eighth annual banquet given by the Atlantic Highlands Lodge of K. of P. in celebration of the anniversary of the organization of that lodge, was held on Monday night. Covers were laid for 150 guests but owing to the stormy weather only about 100 appeared.

A novel plan, originated by William M. Foster, was adopted. The hall on the first floor of Castle Hall was measured, and it was found eight tables, each table seating eighteen persons, could be accommodated. Eight brother Knights then volunteered to each take a table, with

the assistance of three ladies, and furnish the linen, silverware, etc. Consequently each put forth their best effort to make their respective tables attractive, and they all succeeded.

The tables as arranged with the brothers in charge, their patronesses and guests, were as follows:

No. 1—Fred A. White. Patronesses—Mrs. F. A. White, Mrs. M. A. White, Misses Evelyn and Lillian White; guests: Mr. E. A. Champion and wife, W. A. Sweeney and wife, S. T. Champion and wife, Frank E. Champion of Ocean City, and wife, Jos. Tumen and wife, Messrs. Charles White, Phil. Schlewin and Barton Champion.

No. 2—Thomas J. Emery. Patronesses—Misses Minnie Emery, Eleanor J. Brewster, Nellie Thorpe; guests: Messrs. S. B. Thorpe, Jr., Charles K. Champlain, Fred Frick, Henry Van Brunt and John Parent.

No. 3—Frank Muir. Patronesses—Misses Leola Magee, Christina Rhode, Lillian Paddock; guests: Edward Quackenbush and wife, Murray Foster and wife, Miss Josie S. Norcross of Lakewood, Mrs. Rennie, Messrs. Calvin Miller, Al. Magee, H. B. Hart and Charles R. Grover of Red Bank.

No. 4—William M. Foster. Patronesses—Mrs. George White, Miss Julia Morris; guests: Mr. John E. Foster and wife, Mr. Peter S. Conover and wife, Messrs. George Mount, A. C. Hart, A. V. S. Crate, Fred Linden and Harold Green.

No. 5—C. Norris Pippitt. Patronesses—Mrs. Pippitt, Mrs. J. E. Van Pelt, Miss Flossie Van Pelt; guests: John Perrine and wife, Thomas Dawson and wife, J. E. Van Pelt, Henry Van Pelt and wife, Misses Minnie Warden, Susie Dawson, Messrs. Charles De Vesty, Will Dawson and Rufus Savidge.

No. 6—Edgar H. Cook. Patronesses—Mrs. E. H. Cook, Mrs. George E. Jenkinson, Mrs. Louis H. Foster; guests: Mayor Thomas H. Leonard and wife, George E. Jenkinson, Louis H. Foster, Mrs. A. Bowman and wife, Tunis Moller and wife, Mrs. Gorman and Edward Walling.

No. 7—Asa Dilts. Patronesses—Mrs. Dilts, Mrs. Walling, Mrs. Palmer; guests: Mr. Albert Perrine and wife, Mr. Everett Packer and wife, of Metuchen Lodge, No. 145, Mr. John Geary and wife, Mr. Lewis Sculthorp and wife, Mr. C. A. Crusier and wife, Mr. W. B. Savidge and wife, Messrs. George Walling and C. A. Palmer.

No. 8—W. C. Clark. Patronesses—Mrs. A. S. Wooding, Miss May D. Hart; guests: Messrs. A. S. Wooding and Albert Leonard.

Messrs. Charles K. Champlain, Fred Frick and Henry Van Brunt, members of the Mandolin Club of Red Bank, furnished the music. Mr. Champlain sang several comic songs, the first being "The Irish Jubilee."

Mr. A. C. Hart was elected toastmaster, and after a few well chosen remarks called upon Mr. Edgar Cook to deliver an address, but Mr. Cook could not be found. Later when it was discovered he was in the hall, being called upon, he produced a ream of paper, stating his speech consisted of fourteen chapters, the first chapter being then in his hands. It was unanimously voted that he be excused. Mr. S. T. Champion was next on the list with an address entitled "Our Order" which was well received.

A disastrous fire visited the borough on the morning of the 4th of November, destroying the block of stores owned by Mayor Thomas H. Leonard, located at the corner of First and Bay View Avenues. The fire was discovered by nightwatchman John Oliver shortly before three o'clock. He was making his round of the stores under his charge trying the doors, etc., and when in front of James Martin's barber shop heard a puffing report behind him which sounded like the back draft of a stove. Looking suddenly around he discovered that Gorlin's tailoring establishment was in flames, the fire being confined to the workroom in the extreme northeast end of the building. He immediately fired four shots from his revolver and then hastened to ring the fire bell at the truck house. Almost the first tap of the bell brought several firemen and in a very short time the hose carriage of Grand View Company No. 2, was hastening to the scene of the fire, closely followed by Company No. 1 and the Hook and Ladder Company with its truck. Though short of help, very few firemen having heard the bell, several streams of water were soon being played on the burning building. By this time the fire in the interior of Gorlin's store had gained considerable headway and the flames were creeping along between the ceiling and tin roof toward the Dolbey block adjoining. The fire was a stubborn one and considerable difficulty was experienced in getting the water where it would do the most good. But the firemen were equal to the situation and in less than one hour the flames were completely checked.

The truck house to change hands, as stated in records of December 2nd:

THE TRUCK HOUSE TO CHANGE HANDS.

A Land Company Formed to Purchase It.
An Exempt Firemen's Association to Be Organized—Most of the Old
Members Will Join It—History of the Company.

A movement is on foot among the members of the Hook and Ladder Company to form a land company among the members for the purchase of the truck house, now owned by the Hook and Ladder Company. The reason why this action is taken by the members of the Hook and Ladder Company is to protect their interest in the building. Every member of the Hook and Ladder Company is entitled to exemption papers, having served seven years as volunteer firemen, and the majority of such desire to withdraw. To withdraw from the company, while the truck house is in the name of the company, would be to lose their interest in a building erected by them. Hence, a land company will first be formed among the members, the property deeded to said company, shares of stock issued, and then such members as desire will withdraw and take out the exemption papers to which they are entitled. While these exemption papers will enable the holder to get the usual tax rebate, he will no longer be compelled to go on duty in case of fire.

The Hook and Ladder Company, besides disposing of their building to the Portland Land Company (incorporated) desires to sell its truck and apparatus to the town at a very nominal figure. A few of the members who do not desire to withdraw from the company, and such new members as can be secured, will then continue the organization on the same footing with the other companies.

The Hook and Ladder Company was organized September 5th, 1882, with headquarters at Foster's pavilion. William M. Foster was elected president and Dr. J. H. Van Mater chief. It was then the only fire company in Middletown township. Of the original members those who now remain in the company, in good standing are: John H. Van Mater, M. D., William M. Foster, W. T. Franklin, W. M. Roberts, Jacob T. Stout and George D. Fay, M. D. Others now remaining in the company, in good standing, and the years in which they joined are as follows: 1883—John B. Valleau; 1884—Tunis Moller; 1885—George Mackey, S. T. Champion, Martin Dowd, Thomas Jennings; 1887—William P. Irwin, George E. Jenkinson; 1888—S. T. White, Owen Meehan, Edward L. Powell, Charles A. Fort, James Freeman, Frederick Roberts; 1889—S. S. Morris, John Rise, O. B. Irwin, Fred Linden, Matthew Brown, E. H. Cook. 1890—James Martin, P. S. Conover, John J. Dowd.

As no new members have been taken in since 1880, all the members are entitled to exemption, and it is thought that the most of them will avail themselves of the opportunity. All these above mentioned constitute the Portland

Land Company, organized for the purchase of the truck house.

The roll of the Hook and Ladder Company, since its organization, is interesting to peruse. It has had upon its pages, from time to time, upwards of 100 names. Some have dropped out, others moved away and a good many have died while members of the organization.

THE HIGHLANDS.

Closing the Inlet and Repairing the Trestle.

F. W. McNeal of New York, who has taken the contract to construct a reef of stone in front of the inlet, has commenced operations. The stone is brought down the bay in barges, and a wharf has been built at the end of the trestle on the Sandy Hook side, at which the barges are unloaded and the stone is then conveyed to the railroad across the trestle and dumped overboard. The center of the inlet for a space of about 1,500 feet is to remain open. Whether this will be of any advantage to the river remains to be seen. A large bar has already been formed in the river by the inlet, and at the rate it has advanced during the past three months it will not be long before the bar will reach across to Seaside and close the river.

CHAPTER LXV.

1898.

A CALL LOOKING TO THE ORGANIZATION OF THE MONMOUTH
COUNTY HISTORICAL SOCIETY.

The undersigned invite you to be present at a meeting on Wednesday, October 12th, at 3:30 o'clock, P. M., at the house of Mrs. Sylvanus Reed, for the purpose of organizing 'The Monmouth County Historical Society.' Patriotic citizens of this County have long felt the need of such an organization to commemorate places and to preserve records and relics which in number and interest are unequalled by any other portion of this country.

The scope will not only cover the past but embrace the present and prepare for the systematic preservation of historic and interesting matter pertaining to this region in the future.

Mrs. Joel Parker, Freehold. Mrs. Joseph D. Bedle, Jersey City. Mrs. W. W. Shippen, Seabright. Mr. and Mrs. Hazlett McKim, Locust Point. John S. Applegate, Esq., Red Bank. Mrs. Sylvanus Reed, Navesink. Mrs. Thomas Ward, Shrewsbury. George C. Beekman, Esq., Freehold. Mrs. William Warner Hoppin, Seabright. Rev. Benjamin Franklin, D. D., Shrewsbury. Mrs. William C. Beekman, Perth Amboy. Thomas H. Leonard, Esq., Atlantic Highlands. W. Struthers Jones, Esq., Riverside Avenue. Henry S. Washington, Esq., Navesink. Gen. and Mrs. Stryker, Trenton. Rev. William V. Wilson, New Monmouth. William E. Strong, Esq., Seabright. Rev. John C. Lord, Navesink. Miss Katherine Mayo, Atlantic Highlands. William J. Leonard, Esq., Atlantic Highlands. Robert Hartshorne, Esq., Highlands. Peter S. Conover, Jr., Esq., Atlantic Highlands.

R. S. V. P.

Saturday, October 8th, 1898.

* THE HISTORICAL SOCIETY.

Formed for the County of Monmouth at Navesink on Wednesday. Enthusiastic Gathering at the Redemont, Summer Home of Mrs. Sylvanus Reed—About Thirty Present—Many Letters of Regret—Proceeded to Incorporate.

Monmouth county at length has an historical society. The centuries have rolled by allotting important events and personages to this grand old county without witnessing any systematic and concerted attempt on the part of its sons and daughters to preserve relics and records of events, individuals, or families. From time to time individuals have

been inspired to dig over the remains of the past and pick out a treasure or two. But the honor was reserved for Mrs. Sylvanus Reed, known to fame as a successful educator of young ladies of the highest social circles of the nation and for thirty years past a summer resident on her fine property at Navesink, N. J., overlooking the beautiful Shrewsbury River, to bring together a number of people impressed with the need of united and serious effort to preserve records and mementoes of the glorious past, present and future of this historic section. Mrs. Reed conceived the idea some time ago, but only determined a few weeks ago to attempt the achievement of organizing an historical society. She addressed many prominent ladies and gentlemen interested in Monmouth by summer residence as well as members of the old county families. The plan received approval on every hand and co-operation was cheerfully promised. As a result, an invitation was printed and signed by about twenty-two friends of the movement requesting the recipients to gather at Redemont on Wednesday afternoon.

At the appointed hour about thirty people had assembled from Navesink, Seabright, Red Bank, Atlantic Highlands and elsewhere. By request of the meeting, Mrs. Reed presided and made a few interesting remarks relative to the end in view. Her address was as follows:

"My friends, you might possibly think me presumptuous in heading a movement for the purpose of organizing a Historical Society in Monmouth Count, but when you consider that I have, for the past thirty years, been residing among you and have long been familiar with organizations of this kind you will, I hope, excuse my presumption. Since I came to New Jersey, I have been interested in the history of this state and in the preservation of its relics more than in any thing of this character heretofore.

"When Mr. Ezra Osborn of Middletown was alive, I learned as much as he could tell me of history and traditions of the surrounding community. Mr. Osborn was a surveyor, versed in local records and genealogies. Mr. Cooper, a surveyor of Red Bank, has also given me much information along the same lines. Having also looked into the face of Ramesis, seen the tomb of Alexander, and learned how people of other countries and of other times recorded their heroes' deeds on scrolls, tablets and monuments—often the heroes took care themselves to sing loudly their own praises—it seems to me high time the people of Monmouth county began to collect and preserve for posterity history of deeds of valor preformed at home. For this end are we gathered here today. No county is richer

in noble sons and daughters, significant events and acts of heroism than Monmouth. They must not be forgotten. You and I meet today to do what we may to stop the prodigal waste of historical knowledge here.

"About three weeks ago, I started to organize an historical society. Then came the summons to go to China, whither I go in a few days. Notwithstanding needful preparations I have tried to make organization possible and my labors have been crowned by seeing you all present here today."

A form for certificate of incorporation was presented to the meeting by ex-Senator John S. Applegate of Red Bank, who made a short speech explanatory of the modes of organizing. One mode was to incorporate by signing a proper certificate of the fact, which should be recorded and filed at Freehold or Trenton.

William J. Leonard of Atlantic Highlands was chosen secretary of the meeting and read the form of certificate. Discussion followed.

Mrs. Reed expressed approval of the permanent form of organization which incorporation assured.

Mrs. W. W. Shippen of Seabright favored un-incorporated organization at the outset. Let the society grow until incorporation would serve some practical end.

William J. Leonard suggested that postponement of incorporation would enable more people to sign the certificate, which would be an honor roll. Organization of a business corporation was mere formality and few signatures were required. But signing the certificate of incorporation for the Monmouth Historical Society is a privilege not to be neglected. Many not present would wish to sign. For the organization itself is an important historic event. Besides this, un-incorporated organization would answer present purposes effectively. Incorporation would follow naturally at a future time.

Mr. Applegate said incorporation would give stability and permanence. Corporations lived on after death or desertion of part of the members. Incorporation could not be effected at once. The certificate could be signed by those present and held back to give others a chance to sign.

Mrs. Reed expressed a wish to have the organization effected in a stable and permanent manner by proceeding at once.

Rev. Robert MacKellar, rector of Trinity Church of Red Bank, said he would cheerfully agree with the majority about incorporation.

Mayor Thomas H. Leonard spoke about the need of just such a society to preserve and collect records and relics. He spoke of the old Middletown town book two and a half centuries old which had disappeared and could not be traced.

After further discussion the question of incorporation was put to vote and decided affirmatively.

The secretary was requested to read the form of certificate prepared and it was considered and adopted clause by clause. The society will be incorporated under the general corporation law of New Jersey, its name to be "The Monmouth County Historical Association." Its objects will be according to the certificate adopted, "to discover, procure, preserve, and perpetuate whatever may relate to history, genealogy and biography, and more particularly to the history of Monmouth county, and to the genealogies and biographies of families, persons and citizens who have been associated and identified with Monmouth county and the state of New Jersey; and to collect and preserve for future ages and records of residents and families who are now entering this county and contributing to its history and prosperity; current events, historical and biographical; to take cognizance of the making of history; to be interested in the organizing and naming of villages and post offices, the preservation of landmarks and all that pertains to the welfare and honor of Monmouth county."

The principal office of the society will be located at Red Bank and John S. Applegate, Esq., was named as agent in charge thereof for purposes of serving legal process, by vote of the meeting.

Mrs. Reed read letters of regret from Hon. Peter S. Conover, Jr., and Editor A. C. Hart of Atlantic Highlands, Mrs. Hoppin of Seabright, Mrs. Joel Parker of Freehold and many others. General and Mrs. Stryker of Trenton wrote expecting to be present but were prevented at the last moment. Mrs. E. M. Bedle of Freehold expected to attend but was prevented by a misunderstanding.

The meeting took a recess to sign the certificate of incorporation and Mrs. Reed invited all present to lunch which had been thoughtfully prepared in the dining room.

Subsequently another meeting was arranged for Saturday, October 22d, at the home of Rev. Robert MacKellar on Maple Avenue Red Bank, when further steps toward organization will be taken and officers chosen. Mrs. Reed will not be present as she expects to sail for China on October 20th. In view of that fact and voicing the wishes of those present William J. Leonard moved that Mrs. Reed be

chosen permanent president of the society which she has been so instrumental in organizing. The motion was unanimously carried in spite of her protests that six months' absence would disqualify her. In fitting word Mrs. Reed acknowledged the honor, stipulating that a vice-president should do active service until her return.

With good wishes and congratulations to the hostess the company dispersed, realizing that an important event in Monmouth history had just occurred.

Among those who participated in the meeting or organization are Rev. and Mrs. John C. Lord of Navesink, Mrs. Haslett McKim of Locust Point, Mrs. W. Struthers Jones of Riverside Avenue, Rev. and Mrs. Robert MacKellar of Red Bank, Mrs. Henry S. White of Red Bank, Mrs. Elizabeth W. Church of New York City, Prof. Stephen V. Arrow-smith of Red Bank, Miss Katherine Mayo of Atlantic Highlands, General and Mrs. Wm. Barclay Parsons of Navesink, S. Albert Reed of Navesink, Mayor Thomas H. Leonard of Atlantic Highlands, Mrs. W. W. Shippen of Seabright, William J. Leonard of Atlantic Highlands, John S. Applegate of Red Bank and others whose names were not obtained.

THE MAYOR'S MESSAGE FOR THE YEAR 1898.

Mayor's Office,
Atlantic Highlands, N. J.

March 14, 1898.

Gentlemen: In conformity with the provisions of the Laws of New Jersey which impose upon me the duty of recommending to your honorable body such measures as I deem necessary and expedient for the best interests of the borough, I respectfully call your attention to the following:

First, I would bespeak the almost universal sympathy and hearty support of the taxpayers and residents of the borough for your efforts in the line of economy and care for the best development of the town. I will first remind you of some of the duties, obstacles and results of the past year.

THE POOR.

This department has been faithfully presided over by Mr. Thomas T. Rogers, who has met every demand; although some of the cases brought before him were exceptionally intricate and difficult. He closed the fiscal year with a balance still to the credit of the appropriation.

THE BOARD OF HEALTH.

This department, for reasons not likely to be duplicated the present year, received an extra appropriation. The

cleaning out of Many Mind Creek from the bay to Jackson Bridge, compelled advances which will be returned the present year.

THE FIRE DEPARTMENT.

This department is a credit to the borough for its care and economical management of the property entrusted to its use. Also for its quick responses to calls of duty.

THE POLICE DEPARTMENT.

This department has run but little over its appropriation. This economical service was made possible by joining with the citizens and business men on First Avenue in procuring a night watchman and policeman in one person.

THE WATER DEPARTMENT.

The water question is one requiring more thought and consideration than any other, as it points more directly to the health and necessities of the community. The condition of our supply at the beginning of last year is well known. The quality was good, being pure and healthful, but the quantity was limited to less than one-half of the necessary proportions. To increase and retain the purity, and at the same time keep within the appropriation, was a question. Every point bearing on the case was considered. The time was limited. Your board was composed of all new members and to grasp the matter of municipal government in all its details, performing your duties justly and economically, at the same time arriving at the necessary result, required on your part a great sacrifice of time, to say the least. Two methods were agreed upon to increase the water supply. They were pursued simultaneously as the fast approaching season compelled it. The lines laid out by your honorable body were heartily seconded by your superintendent, Mr. Percy Falkinburg, now deceased, who nobly and bravely met the obstacles that seemed for him alone to meet and overcome. The compressed air-lift developed astonishing results on a line of increasing our supply by bringing into active life dormant energies in our eight artesian wells. The filter plant, through Messrs. Mooney and Falkinburg, recharged and improved upon it far beyond the conditions and recommendations of its manufacturers. The pump was thoroughly overhauled the first time since it was set up, having been in continual use since the summer of 1893. The well, corner of Avenue C and Leonard Avenue was difficult in its construction through its size and the quick-sands encountered. The death of our almost indispensable superintendent, occurring at this time, made the work memorable and sad throughout its comple-

tion. The quality of water procured from the well was found, by the analysis of Professor Leeds, to be pure and wholesome; and this addition to our already increased supply placed us beyond want, as was proven at the First and Bay View Avenues fire, where the pressure was increased in the stand-pipe by three pounds, while the two hydrants were opened at the fire. I would recommend the completion of the little unfinished work still remaining to complete the wells.

The railroad siding, in the crowd of pressing business, was passed by. I would recommend its construction at the first opportunity, thereby avoiding the expense of hauling the coal as was at first contemplated. I would also call your attention to the advisability of charging the town with a hydrant rental that all may bear alike the advantages of fire-protection. Also the universal use of water meters that the consumer may feel that he is paying for the water used and no more. The meter system is very satisfactory in the lighting system, both for the town and the consumer. I recommend it for your consideration. I also recommend the fixing up of the grounds around the pumping station, that the exterior may harmonize more with the interior, which is a credit to the town. The maintenance of this department was kept well within the appropriation. The extensions already enumerated, and which are of a permanent character, alone drew from other departments and appropriations.

THE ELECTRIC LIGHT DEPARTMENT.

Our system is a grand success, both in quality and economy, made possible, by the wisdom of ex-Mayor Stout and his co-workers, by the proper locating of poles and lines, for street lighting. I would call your attention to the advisability of charging the town for its excellent street lighting, that seems to carry with it the same conditions that fire hydrants do. It would seem that a fair rental should be credited to represent the general use by the public of the arc lights. The incandescent light connections have increased immensely, but I think the present plant should be continued for this year. Doubtless by another year, another dynamo, or a larger one, will be required. 1,000 lights have been added since you have assumed the care of the system one year ago. Nine house owners are now awaiting their turns for connections. I would recommend for your consideration, the advisability of at least two line circuits to be constructed by your superintendent and electrician, thereby giving your mechanical superintendent at the sta-

tion better control in cases of emergency. Also I would recommend the examining of the plant by an electrical expert that the best and greatest results may be obtained for the present year. The all-night lighting which you have had in mind is almost unnecessary to name as I well know your feeling in the matter. The wonderful development of the incandescent plant calls for extensions and power that remove the possibility for the time, of the all-night idea. I would recommend as soon as the conditions are favorable, to bring about its consummation. You kept the appropriation for maintenance well in mind and came out with a balance, but as with the water department, the necessary extensions compelled you to draw from other resources.

STREET DEPARTMENT.

I will close my recommendations with this the most difficult question of all to confront you in this present year, the care and management of the streets. The use of bicycles has developed an interest in good roads that is commendable, producing more interest in and greater knowledge and criticism of their condition. There are parts of six avenues in the borough running up and around the side-hill that will be a care and annoyance until they are stoned. Not even the disposal of the storm water will prevent their washing. The best for the present is to care for the trunks and gutters, keeping them free and protected. I would recommend the betterment of Central, Grand and Asbury Avenues. Also our avenues coming in from the west, as follows: Highland Avenue from Many Mind Creek to Freight Station crossing and west Valley Drive from Many Mind Creek to First Avenue. I will add to my suggestions the continuation of contracting your street work as far as possible as you did last year, resulting in better and cheaper street-building also being more satisfactory to tax and license payers who are so situated to bid on contracts. I would recommend the more frequent use of the street scrapers; also the streets to be gone over two or three times with the weed scythe, especially resident streets where use is not sufficient to keep them in order in this respect. The larger use of the scraper and scythe will, at least return you thanks from all ages and sexes in their cycling tours of the town. The frequent and exceedingly heavy storms of 1897 required constant labor and expenditure on our side-hill avenues. Fearing duplicate conditions and also wishing for the steady betterment of our streets, I added to our appropriations for the present year \$1,000, which you kindly endorsed and the taxpayers heartily sustained at the polls.

With these few suggestions, I will close, trusting your honorable body will receive them in the same spirit in which they are offered.

Respectfully submitted,
THOMAS H. LEONARD,

Mayor.

To the Borough Council of Atlantic Highlands, N. J.

Cable connection between the mainland and Sandy Hook.

SANDY HOOK CABLE COMPLETED.

The Postal Telegraph Company's cable from Highlands of Navesink to Sandy Hook, forming the connecting link between that company's observation tower at Sandy Hook and their offices at 253 Broadway, New York, was completed last week. The cable is 4,300 feet long, of 6 conductors, and weighs 4 pounds to the foot. It is armed with 22 strands of number 6 b w g iron wire, which is the same size cable as the six miles recently laid in Great South Bay, from Fire Island to Babylon, for marine service.

The recognition services relative to the settlement of Rev. J. O. Russel as pastor of the Central Baptist Church were held April 6th.

Rev. Percy Perinchief, who succeeded the Rev. J. B. Haines as pastor of the M. E. Church, occupied his new pulpit.

We are sad in recording the death of one of the grand pioneer women of the town, Mrs. Phebe M. Roberts, February 25, 1898.

OBITUARY.

Mrs. Phebe M. Roberts.

Mrs. Phebe M. Roberts, widow of Nathaniel Roberts, deceased, died at her home, the Roberts homestead on First Avenue, Atlantic Highlands, on February 25th last, at the age of 75 years and 4 months. She had been confined to her bed since last August and gradually failed until her death.

Five sons and one daughter survive her and fourteen grandchildren. The sons are Thomas J. Roberts of Brooklyn, ex-Councilman D. Jones Roberts of Atlantic Highlands, William M. Roberts of Brooklyn, Collector Nathaniel H. Roberts and Frederick Roberts of Atlantic Highlands. The daughter, Miss Ella Roberts has resided with her mother.

The Adam Moore drug business on the corner of First and Center Avenues, was sold at this time to E. W. Brant

of Elizabeth and J. Stanley Matthews, formerly of Hageman's New York Pharmacy, who now will conduct business under the firm name of E. W. Brant and Company, under charge of Mr. Matthews. Wilber A. Campbell and Arthur Davis, clerks in the establishment, have been retained by the new management.

The annual meeting of the Bay View Cemetery Association was held at this time (January). The old Board of Directors was re-elected, as follows: George H. Sickles, president; R. S. Snyder, secretary; Richard A. Leonard, superintendent; and treasurer. Directors, W. V. Wilson, Amzi M. Posten, Thomas H. Leonard, N. H. Roberts, Thomas T. Rogers, William B. Mount, C. T. Leonard, R. S. Snyder and W. J. Leonard.

Mr. Charles DeVesty succeeded Mr. Joseph Gardner as deputy postmaster with the new year.

The new officers of the Clinton B. Fisk Post, G. A. R. for the new year were as follows: W. W. Roberts, Commander; A. J. Cook, Senior Commander; Fred Schneider, Junior Commander; Robert Emery, Chaplain, S. T. Champion, Quartermaster; W. M. Foster, Adjutant; Peter Haines, O. D., Edward Layton, I. G.

The following are the business centers at this time: N. H. Roberts, Dry Goods and Gents Furnishing; James A. Sage, Express, Boarding and Livery Stable; W. C. Clark, Corning Lumber Company; Frank J. Davis, Contractor and Builder; Tunis F. Moller, Blacksmith and Horseshoer; Hopping and Ely, Builders' and Masons' Material; William W. Leonard, Contractor and Builder; John Southall and Sons, Contractors and Builders; William H. Posten, Jr., Hardware and House Furnishing; William T. Franklin, Coal, Wood, Brick, Fertilizer; Jacob T. Stout, General Contractor; C. Amzi Quackenbush, Matthew Brown, Plumbing, Gas Fitting and Heating; Frost and Company, Harness and Saddlers; William M. Foster, R. I. Snyder, C. T. Leonard, Thomas H. Leonard, Real Estate and Insurance; Emery and Moore, Architects; Waldemen, Market; George Mackey, Butcher; Richard A. Leonard, Coal and Wood Yard at Leonardo; the Cottage Meat Market, E. P. Magee and Son; E. W. Leonard, General Store, Leonardville; Atlantic Grocery Company, W. D. Stout, Manager; J. Linzmayer, Meat and Vegetables; Lastrum and Bridle, E. A. Palmer, Florists; DeHart and Letson, Artistic and High-Class Photography; F. A. Reiter, Fashionable Custom Tailor; D. Lane Conover, Contractor; Dr. A. Edwards, Veterinary Surgeon; Thomas Dowd, Ice; J. H. Rhode, Restaurant;

"Bee Home," W. N. Snedeker, proprietor; O. B. Irwin, Carriage Manufacturer; Patrick Halleran, Blacksmith and Horseshoer; David Bernivo, Fruits, Confectionery.

ELECTRIC LIGHT AT THE TWIN LIGHTS.

After June 30th, an electric light will be substituted for the present oil lamp in the southerly tower of the Twin lights at the Highlands of Navesink. The new light will be visible over 22 miles in clear weather. Since the beginning of the war the southerly tower has not been lighted.

THE HIGHLAND LIGHT.

When homeward bound, from distant shore,
The weary bark returns once more;
And knows the wished-for haven near,
Yet holds her course in doubt and fear;

Landward the master turns his eyes,
And when, far distant, he descries
Thy twin stars flashing through the night;
He blesses thee, O Highland Light!

So, when I turn my willing feet
To find a calm, secure retreat,
A haven free from toil and strife
And vexing cares of busy life;

And when, at length, my longing eyes
Behold thy graceful turrets rise;
I welcome thee with strange delight,
And bless thee, too, O Highland Light!

For that thou tellest of a stream
Brighter and lovelier than a dream;
My refuge erst in holiday,
My haven fair—Fair Haven bay.

Dear Shrewsbury! on thy gentle tide
Again my snowy sail shall glide
Down where the rivers twain unite
To grace thy throne, O Highland Light!

I know no sunshine like the beam
That lights with gold thy azure stream;
No shade like that upon thy brink
Beneath the heights of Navesink.

Again I'll waste the sultry day
Watching the fish-hawk seize his prey;
Or gazing on his circling flight
High o'er thy towers, O Highland Light!

What reck I of the breaker's roar,
That thunders on the outer shore
Of the frail sands that scarce divide
Thy waters from the ocean tide?

All, all is peace and beauty here;
 I hoist my sail without a fear
 Beneath the shadow of thy height,
 Thy mountain home, O Highland Light!

Fain would I linger here at rest,
 Fair river! on thy gentle breast;
 Content the Summer hours to pass
 In idle pleasure; but, alas!

My holiday will soon be o'er,
 And I must leave thy peaceful shore,
 Thy sandy beach with breakers white,
 Thy hills of green, O Highland Light!

Yet oft, at night, I'll think of thee,
 Lone watcher by the wintry sea;
 For thou must sleepless vigil keep
 When mortal eyes are closed in sleep.

And while, beneath, thy river free
 Doth ebb and flow beside the sea,
 Shall still shine on, through storm and night,
 Thy sister stars, O Highland Light!

(Writer Unknown.)

Simon Lake, the inventor of submarine navigation, we claim as our own, as he was with us in much of our pioneer work and built the first submarine at this place and kindly invited us all to go aboard to enjoy a trip in the waters of the bay with him. It was a beautiful sensation to think we were in the depths of the sea where, perhaps, the "Half Moon" sailed about 300 years ago. For this invitation and entertainment, we thanked Mr. Lake—after we got out.

Lake's Submarine Boat Makes a Journey.

"THE ARGONAUT."

Travels 1,000 Miles Under Chesapeake Bay—A Complete Success.

Simon Lake's submarine boat has returned to Baltimore after an experimental trip of two months down the bay. The object of the trip was to show the practicability of submarine boats of the Lake type for various purposes, and Mr. Lake went along to put the vessel through various manoeuvres for making a series of tests and to study the varying condition of the bottom. He is entirely satisfied that submarine navigation is now an assured success.

During this trip the Argonaut travelled considerably over 1,000 miles under her own power on the surface of the water, in all kinds of weather, likewise on all sorts of bottoms. She travelled while submerged over bottoms so soft that the divers would sink in the mud up to their knees. At Hampton Roads the currents were very strong, and the

bottom quite rough and hilly; in other places the bottom was composed of very loose gravel, resembly shelled corn. On another trip, about five miles outside of Cape Henry, on the bottom of the broad Atlantic, was found an ideal bottom. It is composed of fine grey sand, so hard that one could hardly push a fishing spear down into it.

We have to record the death of Mr. Edward L. Powell (our first plumber), which occurred September 9th of this year. He came to Atlantic Highlands in the employ of P. Hall Parker of Seabright. Mr. Powell was the first working plumber of this place. We saw him first at the old asparagus house of farm days, which he had transformed into a plumbing shop. He was drowned while under contract that called him to the United States of Columbia.

At this time William P. Irwin, one of our hardware dealers, formed a co-partnership with John E. Williams, of Navesink, to carry on a coal and wood business, corner of First Avenue and Valley Drive.

Sandy Hook's colony is growing. This year Fort Hancock will have a school. The teacher has been engaged and the educational hive will begin to hum on October the fifteenth. There are twenty-seven children of school age and drawing school money at Fort Hancock. The school is needed. Fort Hancock people are not the sort that do not care whether school keeps or not. They wanted this school so much that they have agreed to pay part of the teacher's salary in order to get it. Hurrah for progressive Fort Hancock. In times of peace should not a regular ferry to Atlantic Highlands and railroad car to Highlands make Fort Hancock people our neighbors?

CHAPTER LXVI.

ELECTION OF MR. PETER S. CONOVER, MAYOR OF THE BOROUGH—ORGANIZATION OF THE MONMOUTH COUNTY ... HISTORICAL SOCIETY.

("The Press"—January 28.)
1899.

OBITUARIES.

Peter F. Schenck.

"On Friday, January 20th, occurred the death of Peter F. Schenck of Highlands of Navesink in New York City, where he has been ill for some time past. His age lacked less than two months of 74 years. He leaves a widow to mourn his loss. The only surviving descendants of the family are Mr. Schenck's nieces, Mrs. Joseph Yetman of Navesink, and her two children.

"His remains were brought to the East View House, Highlands of Navesink, on Saturday and funeral services were held there, Rev. J. W. Nickelson officiating, on Sunday afternoon. A large company gathered to pay the last tribute of respect to the deceased.

"Interment was made in the family burial plot in the churchyard of the Baptist Church at Middletown. The bearers were Messrs. A. H. Bernadou, William Luke, George Lewis, James Stryker, Timothy Maxson and Capt. William Boeckel."

We congratulate our fellow townsman, Somers T. Champion, upon his election to the high office of Grand Chancellor of the Knights of Pythias of New Jersey. From point of service and fealty to the order, no one could be more worthy of the honor than is he or more richly deserving of it. That his administration will be fraught with much good to this Grand Domain we have no doubt.

The following officers were elected for the ensuing year by Highland Encampment, No. 26:

Chief Patriarch—Wm. Wagner.	Recording Secretary—David
Treasurer—Wilson Stryker.	Westervelt.
Financial Secretary—Walter	Sr. Warden—Wm. Roop,
Curtis.	

Last Wednesday night Anchor Lodge, No. 218, elected the following officers for the ensuing year:

Noble Grand—Wm. Wagner.	Financial Secretary—Walter
Vice-Grand—Jos. G. Despreaux.	Curtis.
Recording Secretary—John Oliver.	Treasurer—E. P. Magee.

Clinton B. Fisk Post, No. 114, G. A. R., has elected the following officers for the ensuing year:

Commander—A. J. Cook.	Adjutant—W. M. Foster.
Sr. Vice-Commander—Peter Haines.	Chaplain—Robert Emery.
Jr. Vice-Commander—John Schofield.	Officer of the Day—Dennis Sweeney.
Quartermaster—S. T. Champion.	Surgeon—Matthew Brown.
	Officer of the Guard—Job Liming.

On Tuesday evening Portland Council, No. 117, Jr. O. U. A. M., elected the following officers for the ensuing year:

Councillor—John E. Bergen.	Treasurer—H. O. Todd.
Vice-Councillor—O. B. Irwin.	Conductor—George McChesney.
Recording Secretary—Fred D. Loux.	Warden—John Oliver.
Assistant—Randolph Voorhees.	Inside Sentinel—Thos. Skidmore.
Financial Secretary—C. N. Pipitt.	Outside Sentinel—Chas. Samuels.
	Jr. Past Councillor—Robert Lewis.
	Trustees—O. B. Irwin, Chas. Samuels and Thos. Skidmore.

The following officers have been elected by Monmouth Lodge, No. 1378, Royal Arcanum, for the ensuing year:

Regent—A. S. Wooding.	Treasurer—W. H. Posten, Jr.
Vice-Regent—Chas. R. Snyder.	Chaplain—F. A. Reiter.
Orator—F. A. Morehouse.	Guide—J. J. Dowd.
Past Regent—F. W. Young.	Warden—G. Patterson.
Secretary—W. D. Stout.	Sentry—J. S. Crusier.
Collector—A. H. Heritage.	Trustee for 3 years—David P. Smith.
Representative to Grand Council—Chas. R. Snyder; alternate, A. S. Wooding.	

("The Press"—February 11.)

OBITUARY.

Mrs. Mary A. Leonard.

"Saturday night, February 4th, Mrs. Mary A. Leonard, widow of the late Thomas Leonard of Leonardville, died at her home at the age of 84 years, 3 months and 19 days. Death was due to paralysis. Mrs. Leonard's maiden name was Hopping. She was a daughter of James and Patience Hopping. One brother, Edward Tilton Hopping, of Red Bank, survives her, besides three sons. Her only sister, Sarah F. Frost of Garrett's Hill, died in 1865. Another brother, John J. Hopping, died in 1890. Mrs. Leonard's mother lived to extreme old age and spent her last years with her daughter, dying in 1884, aged 101 years, leaving sixteen grand children, twenty-seven great grand children and three great great grand children.

"The nephews and nieces and grand nephews and grand nieces of Mrs. Mary A. Leonard are numerous and her surviving sons are Thomas H. Leonard, Mayor of Atlantic Highlands, Edward W. Leonard, who resided with his mother, and John J. Leonard of Leonardville Road. Her eldest son, Capt. James H. Leonard of Atlantic Highlands, died February 2, 1895.

"Mary A. Hopping and Thomas Leonard were married on February 5th, 1840, and they lived together about 58 years, until Mr. Leonard's death in 1897.

"Since the residence of Mrs. Leonard came into the hands of her late husband's father, Capt. William Leonard, about the year 1808, there have been six deaths there, all old people, whose combined ages amount to 489 years, making an average lifetime of $81\frac{1}{2}$ years for each. They were, in the order of their decease, Mrs. Elizabeth Applegate Leonard, wife of Capt. William Leonard, in 1836, aged 50 years; Mrs. Patience Hopping, aged 101 years; Miss Elizabeth Leonard, sister of Capt. William Leonard, aged 90 years; Mrs. Mary A. McClane, sister of Thomas Leonard, aged 82 years, and the last Mrs. Mary Leonard, subject of this sketch, in the 85th year of her age.

"Mrs. Leonard joined the Middletown Baptist Church in youth and was a constituent member of the Navesink Baptist Church when organized in 1852, afterwards becoming a constituent member of the First Baptist Church of Atlantic Highlands, organized in 1890. Funeral services were held at the last named church on Wednesday, February 8th, Rev. H. W. Hillier officiating, assisted by Rev. W. B. Harris, formerly pastor of Navesink Baptist Church. The interment was in the family plot at Fair View Cemetery. The pall bearers were Messrs. J. E. VanPelt, N. H. Roberts, William Burdge, Edward Bowne, John Southall and Matthew Brown."

("The Journal"—February 16.)

THE DEATH OF EDWARD HOOPER.

Occurred on Tuesday at His Home in the Borough
Stricken With Paralysis on Friday While Walking on Bay View Avenue—Was in the 79th Year of His Age, and
a Lifelong Resident.

"The death of Edward Hooper, one of the pioneers of Atlantic Highlands, occurred on Tuesday morning, the result of a stroke of paralysis, sustained on Friday of last week. He was stricken on Bay View Avenue, while on his

way downtown, and was found lying on the sidewalk by Egbert Lufburrow. He was conveyed to his home and medical aid summoned, but he gradually grew weaker until death claimed him.

"Judge Hooper, by which title he was familiarly known, was a son of Samuel Hooper, and was born at this place on October 6th, 1820. The house in which he was born stood east of First Avenue, between Washington and Lincoln Avenues, on the site now used as a lumberyard by Hopping and Ely. When he was quite young he moved with his parents to the Hooper homestead on Bay View Avenue, where he has since resided. He inherited from his father at his death about 100 acres of land, comprising what is now known as the Sears and Chapin tracts. The Atlantic Highlands Association, at the time of its organization, bought 62 acres from Mr. Hooper for \$31,000. Previous to this, he had sold the Sears and Chapin tract to Charles Sears, father of Stephen Sears, and Seth V. Chapin, father of Gilbert Chapin. Sears and Chapin bought the land for its marl deposits and shipped quantities of it for several years, building a long dock for that purpose. Freight rates took all the profits of the industry, and the loss of several of their carrying vessels by storm ended it. Mr. Sears and a Mr. Dey then built a factory along the shore for the manufacture of fish scrap and oil, mixing marl with the scrap, but the Atlantic Highlands Board of Health ordered the manufacture discontinued in 1880.

"Previous to the organization of the Association, Mr. Hooper was engaged in farming, but since that time has had no particular occupation. He was a familiar figure about town, no weather being too severe for him to encounter, and there were very few days in the year, except Sundays, that did not find the Judge at his usual retreats. He was a member of the first borough commission of Atlantic Highlands, serving two terms in that capacity. At the time of his death he was one of the Commissioners of Appeals for the borough.

"Mr. Hooper, a great many years ago, was a member of the Middletown Baptist Church and afterwards a constituent member of the Navesink Baptist Church, of which he was clerk for a number of years. He was a liberal contributor towards the erection of the First Baptist Church of the borough and also subscribed towards the erection of the Central Baptist Church.

"Mr. Hooper was a man of more than ordinary mental endowment and was well informed on all subjects of current interest. He was of a retiring disposition and made

but few intimate acquaintances. Neither did he make any enemies and he was respected by the entire community. He married Elizabeth Mansfield in 1884, who survives him. His sister, Deborah Hooper, died about 25 years ago. He leaves no children.

"The funeral will be held on Friday at 10:30 a. m. at the Central Baptist Church. Rev. J. S. Russell will officiate, assisted by Rev. W. B. Harris. Interment will be at Fair View Cemetery."

("The Journal"—March 23.)

BOROUGH COUNCIL.

Met and Organized on Monday Evening.

"The Mayor and Council met on Monday evening—all members present except Mr. Mickens. Mayor Leonard in the chair.

"The clerk read the report of the election held on the 14th, for the election of a Mayor, Councilmen, etc.

"Mayor-elect Peter S. Conover, Jr., was then sworn in by the clerk. The retiring Mayor, T. H. Leonard, then vacated the chair and made a few remarks of congratulation to his successor. Mayor Conover occupied the chair and made a suitable response.

"Councilmen Dr. J. H. Van Mater and Charles Van Mater were each sworn in by the clerk, and took their seats, Mr. Quackenbush (the only one of the two retiring Councilmen present) vacating his chair to Dr. Van Mater.

"Jonathan T. Stout, elected a Commissioner of Appeals, being present, was also sworn in by the clerk.

"Mayor Conover announced the following standing committees:

Water and Sewer—Clark, Mooney, Sculthorp.	Licenses—White, J. H. Van Mater, Sculthorp.
Streets—J. H. Van Mater, Clark, C. Van Mater.	Auditing—Sculthorp, C. Van Mater, Clark.
Finance—C. Van Mater, Clark, Sculthorp.	Police—White, Sculthorp, Mooney.
Lighting—Mooney, White, J. H. Van Mater.	Printing—Clark, White, C. Van Mater.
	Supplies—Mooney, J. H. Van Mater, White.

"Mayor Thomas H. Leonard, who retires from office this spring, has held that office for eight years out of the twelve that the borough has been organized. He was first elected in 1887 and served successively for two years, John E. Foster succeeding him in 1889. In 1890 he was again elected and served four years in succession, Jacob T. Stout

succeeding him in 1894. He was again elected in 1897 and is now closing a two-year term. During the entire eight years he has not missed, with but one exception, a meeting of the Mayor and Council, either regular or special. The exception was during his last term, when illness detained him at home for one regular meeting night. Mr. Leonard, when in office, has always devoted his whole time to his official duties. Nothing has ever been too trifling for him to consider or of too great a magnitude for him to attempt.

"Mayor Leonard's last term has been particularly creditable to him and his colleagues. When he entered upon his duties in 1897 the insufficiency of the water supply had become a serious problem. Means were at once devised to remedy this state of affairs, with the result that the supply is now ample for all present demands and for years to come. The improvements to the water supply amounted to \$2,000, but it was money well spent.

"The number of arc lights has been increased from 61 to 68, and the incandescent system, almost entirely undeveloped when the present administration went into power, has been extended through all the principal streets of the town, and the number of lights increased to over 1,600. The extensions to the lighting system amounted to \$3,000, but, as in the former case, it was work of a permanent nature, and that adds to the value of the town's public works.

"By reissuing the water and sewer bonds the interest was reduced \$1,740 per year and the principal \$1,000, items though seemingly insignificant are well worth taking into consideration.

"In addition to the above, streets have been graveled from curb to curb and stone guttered where the grade made it necessary, a distance of 7,300 feet, while everything has been done within the annual appropriation.

"T. H. Mickens and Amzi Quackenbush, the retiring councilmen, have proven themselves faithful and conscientious officials. Mr. Mickens, during his term of office, has been chairman of the street committee and a member of the committees on water and sewer and finance. To the street department he has devoted considerable time and attention, and has always done what seemed, in his judgment, for the best interests of the town.

Mr. Quackenbush has served on the auditing, police and printing committees. He has been faithful in attendance, and as chairman of the auditing committee always scrutinized carefully every bill for payment, refusing to

sign such as admitted of any doubt. They are deserving of the thanks of the people for the manner in which they have discharged their duties."

("The Journal"—April 13.)

WATER WITCH PARK.

"On the higher ground, away from the beach, more important and permanent forms of improvement are under way. Water Witch Park, the co-operative settlement of the Water Witch Club, is an established success, with a pretty clubhouse on a commanding location overlooking the great Lower Bay and Sandy Hook and that section of the Atlantic which is the common field for the international yacht races. A dozen or more pretty cottages have been built and occupied by the owners, and a number are in process of erection. The success of the Water Witch Club has inspired the original promoters and their associates to start a new and similar co-operative enterprise on property adjoining Water Witch Park on the west. The new enterprise is to be called the Navesink Country Club, and the plan of its organization and distribution of building lots is to be similar to that of the older organization. The members will elect their own officers, who will manage the property and the club. Membership entitles the member to a site for a cottage in fee, to a share in the club property and to all the privileges of club membership. The entire property is purchased originally by the club, so that all the profit from the development of the property inures to the members in proportion to their respective holdings. The property slopes up steeply from Navesink Avenue, and is laid out in park formation, with terraces and winding roads. Water, sewers and gas are among the improvements. The club property is densely wooded and picturesque in appearance."

("The Press"—April 15.)

FUNERAL OF CHAS. R. HAVENS.

"The funeral of Charles R. Havens, who died at the Highlands last Thursday morning, was held on Sunday afternoon from his late residence and was largely attended. The officiating clergyman was Rev. J. S. Russel of Atlantic Highlands, assisted by Revs. J. W. Nickelson and Wm. B. Harris.

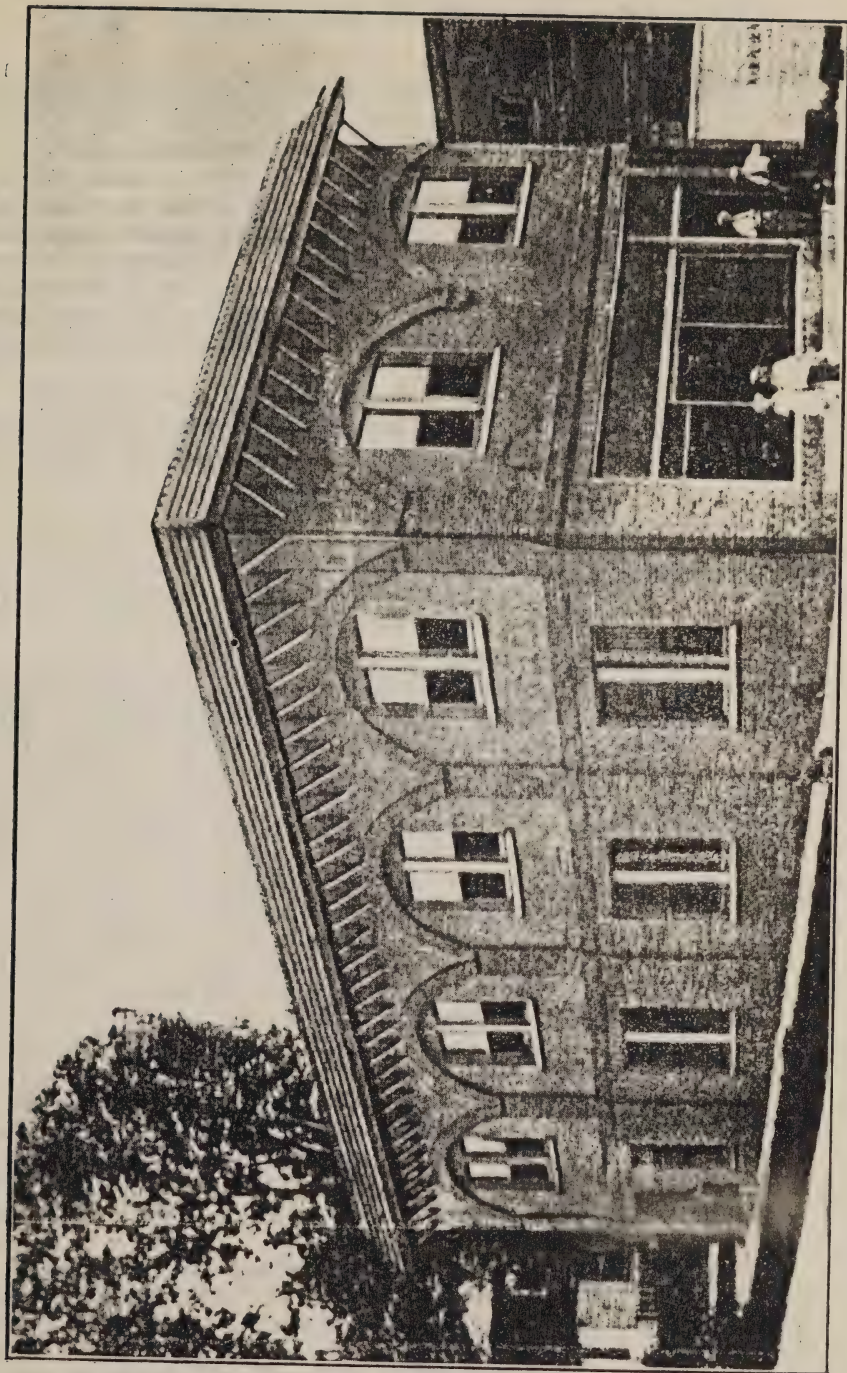
"Mr. Havens was born at Shelter Island in 1813 and moved to the Highlands when he was 21 years old. His ancestors emigrated from England and settled on the isle of his birthplace in 1600. They afterwards purchased it

The Middletown Township
High School - LEONARDO.



ATLANTIC HIGHLANDS HIGH SCHOOL.

See page 599



THE NEW COMMUNITY CLUB BUILDING.

from the Indians for a small sum, and their descendants still own part of the original tract.

"Until fifteen years ago, when he was retired at full pay, Mr. Havens was employed as marine observer at the twin lights on the Highland Hills, and was considered the most experienced and efficient on the coast. Before the days of telegraphic communication Mr. Havens signalled the arrival of all vessels by means of a semaphore. The signal was read on Staten Island and repeated in the same manner to the Merchant's Exchange building in New York City.

"Mr. Haven's son, Vinton H., has had charge of the signal station since the retirement of his father and is considered an efficient operator."

("The Press"—April 29.)

BIG SALE OF REAL ESTATE.

The Sale of the Thompson Property Consummated.

Farm at Leonardo Sold for \$19,350—Hotel at Highlands Sold for \$26,275 to John Riker—Other Parcels Sold.

"The sale of lands belonging to the estate of the late Joseph I. Thompson, which has been adjourned from time to time, was finally consummated on Wednesday afternoon at Thompson's Hotel, Highlands of Navesink. There was a large number of people present from Red Bank, Matawan, Atlantic Highlands, New York and elsewhere. The sale had to be made to settle up the estate. Attempts to dispose of the property at private sale had been unsuccessful and it went under the hammer to the highest bidder.

"Thompson's Hotel was one of the properties sold. It brought \$26,275. John Riker, son-in-law of the late Joseph I. Thompson, was the buyer, and, it is said, John I. Thompson, who has run the hotel for many years, will retire from the management. The hotel was built in 1852 by Joseph I. Thompson and for many years it was one of the best known resorts on the Jersey coast. Among the noted names frequently on the old register are Chas. A. Dana of the "Sun," Horace Greeley of the "Tribune," James Gordon Bennett of the "Herald," Col. Davis, Gen. Cook, Gen. Darcey, Dan Ellis, Ray Throckmorton, Dr. Voright, Judge Naar, Gen. Brewster, Judge Ruggles, Bob Lincoln and ex-Governor Ludlow."

An effort was made in 1902 to have the Government built a "Breakwater" in the Raritan and Sandy Hook bays, for the protection of vessels of all classes; also for the protection of the bay fronts. Much time and money was spent in the effort by Mr. Franklin Patterson and myself, in se-

curing 2,121 signatures and letters from those more or less interested. Those letters and signatures were copied in book form. The expense of printing, in part, was paid from a generous subscription from the Ladies Improvement Society of Atlantic Highlands. The books were sent broadcast where they might do the most good to influence "Uncle Sam" to make the improvement and give us the protection needed.

A committee was appointed at a meeting held at the office of Foster and Company, electing the following officers: president, Thomas H. Leonard; secretary, S. T. Champion; treasurer, Chas. Van Mater; first vice-president, G. Sidenburg; second vice-president, Col. F. S. Benson. The work progressed from stage to stage, to that point where Congress appointed a committee to meet the Breakwater Committee in New York City.

The committee met at the appointed time and place, and a thorough canvass of the subject was submitted, which resulted in a favorable report by the Congressional committee to Congress.

The following from "The American Shipbuilder" is a sample of the letters, statements and petitions sent in from Judge John E. Foster of Atlantic Highlands, State Senator John S. Applegate of Red Bank, Secretary John R. Dewan, New Jersey Commissioner of Pilotage, Jersey City, Captain Tom. DuMont, Master of steam vessels, Navesink, N. J.; the New York Tribune, August 15, 1902; the New York Herald, August 15, 1902; the Keyport Weekly, the Atlantic Highlands Journal of November 27, 1902, and very many other valuable and pointed letters from distinguished and experienced gentlemen.

BREAKWATER FOR SANDY HOOK BAY.

(American Shipbuilder.)

"A most important movement is now being made for the safety of shipping on the Atlantic Highlands coast, and a petition, which is being circulated for signatures, will be laid before the next Congress asking for a breakwater that would at once afford a suitable harbor and protect the extensive wharfage and valuable frontage of Atlantic Highlands, which is a great public necessity. While the immense shipping of Sandy Hook Bay is sufficient to enlist Congressional action in its behalf, the aggressive American enterprise of the town of Atlantic Highlands in making of itself a seaport from central and eastern New Jersey, located as it is directly in front of the Atlantic Ocean entrance to Sandy Hook Bay, is commendable, though attended by

many losses. The shipping actually engaged or seeking anchorage on the southerly and westerly shores of Sandy Hook Bay is of large extent, owing to rich beds of oysters and clams, employing 500 sail and 3,000 men, and the immense extent of dockage at the Atlantic Highlands, including a \$50,000 wharf, 2,000 feet in extent, constructed by the Atlantic Highlands residents; the \$250,000 wharf constructed by the Central R. R. of N. J., 2,400 feet in extent, used by the public to reach N. J. Central R. R. steamers landing and occupied by the New York Yacht Club, Station 8, as a permanent landing for their immense fleet, numbering 486 vessels, valued at many million dollars, and the steamers Sandy Hook, Monmouth and St. Johns, valued at \$700,000, make Atlantic Highlands a New Jersey seashore terminus, carrying upward of 500,000 passengers yearly. The continued and great loss of shipping by wreckage on the southern and western shores of Sandy Hook Bay and the immense damage to wharves and pavilions by the northwest, north and northeasterly gales which sweep down frequently and suddenly with hurricane force over an unobstructed arm of the Atlantic Ocean, twenty miles in extent, certainly needs remedying. The shipping anchored or engaged on the lee shore during such gales are without harbor or place of refuge, involving great risk to life and property, and during recent years in the actual stranding and total destruction of about fifty vessels, including schooners, steamers, yachts and working vessels, involving a financial loss of upwards of one million dollars and the loss of lives. During the year of 1895 thirteen vessels were totally wrecked against and about the Atlantic Highlands piers; also the sinking of the U. S. Survey tug Humphreys and the dismasting of the U. S. Survey schooner Brenda. The losses during the autumn and winter of 1901-02 on the Atlantic Highlands and vicinity wrought by northerly gales, were many, among which were the Central Railroad pier, including the wharf occupied by the New York Yacht Club, \$10,000; Atlantic Wharf Co.'s pier, \$4,000; Curtis' pier and pavilion, \$1,000; Champion's pier and pavilion, \$500; Foster's pier and pavilion, \$800; steamer Wm. V. Wilson, stranded and damaged, \$15,000; 18 fishing and other craft driven upon the shores and meadows totally or partly damaged, \$2,000; Warden's boat construction and repair works, \$1,000. To obviate this great destruction of property and make a safe harbor for vessels, the citizens and residents on the Atlantic Highlands coast, New Jersey, or actually engaged in shipping, boating, or in the clam, oyster or fishing industries on Sandy Hook Bay, are to urge Congress to adequately protect their property and to provide a safe

harbor for the immense transient shipping incident to the entrance of New York harbor, by constructing a breakwater of sufficient extent and sufficiently beyond pier heads to afford depth of water and prevent congestion of shipping in the anchorage and harbor. A few years ago there was what was called Spermaciti Cove at Sandy Hook, but the Government dyked the mouth of it for the purpose of making better water at the mouth of Navesink River. Thus, the Atlantic Highlands is without a harbor, and no vessel drawing less than ten feet of water is safe there in a storm, which is very unpleasant for many. Among those who have signed the petition to Congress for the desired improvements are Governor Murphy and ex-Governor Voorhees, of New Jersey, and Senators Dryden and Kean, and Representatives Benjamin F. Howell; also about 1,000 others, watermen, from Perth Amboy to Point Pleasant and Manasquan, many sea captains and watermen of all stations on our coast who know the needs of New York lower harbor, which is Sandy Hook Bay. At a meeting of the executive officers of the breakwater committee in the office of Wm. M. Foster & Co., Atlantic Highlands, former Mayor H. Leonard was instructed to call a public meeting for tonight (Thursday), when the plan will be discussed and enthusiasm aroused."

But the project failed, coming at a time when the Government expenses needed curtailing. Some time in the great future it may be done, but will never be attempted by more earnest or more self-sacrificing people.

("The Press"—May 6.)

"N. H. Roberts has sold his dry goods business on First Avenue to his brother and former partner, William M. Roberts, and former clerk, Fred A. White. The new firm took possession on Wednesday. Messrs. Roberts & White are enterprising young men and have had a great deal of experience in the dry goods business. Miss May Truex will retain her position as clerk. We wish Roberts & White success."

("The Journal"—July 6.)

HIGHLAND PARK GOLF CLUB.

"The links at Highland Park have been completed, and the course is in readiness for all lovers of the popular game—golf. A professional golfer, a Scotchman named Griffin, has been secured and is now in attendance. The club has issued the following rates for the use of the course: Per day \$1; per week, \$5; per month, \$10; subscription for season, \$25."

("The Journal"—June 15.)

PUBLIC SCHOOL.

Closing Exercises at the Casino.

"Last Wednesday evening the closing exercises of the public school were held at the Casino. A large audience composed of the parents and friends of the pupils assembled. The exercises were in the hands of the smaller children of the school, and were very entertaining and interesting.

"The program of this entertainment was published in full in 'The Journal' of last week, and was executed as therein set forth.

"A pleasing feature in connection with the entertainment was the presentation by Capt. Barre of two beautiful silk flags to the school—one for the boys and one for the girls. The captain made a short speech in presenting the flags. They were received on behalf of the school by Mr. W. T. Franklin, of the Board of Education."

Jonathan T. Stout, contractor, received the contract, from the county Board of Freeholders, for the building of about three miles of gravel road in the township, from Jackson Bridge, on the south line of the borough, through Navesink to the Stone Church, and from the post office at Navesink to Chapel Hill. His bid was \$4,150, not including material, which was accepted, and the contract was completed to the satisfaction of all concerned.

JOHN J. MULLIGAN.

Death of a Prominent Business Man.

"John J. Mulligan, the plumber, who had been in failing health for several months past, died at his residence on Center Avenue last Saturday night, aged 33 years. He had been a resident of this borough several years, and by his genial manners, good workmanship and sterling integrity had built up a lucrative business."

("The Journal"—July 20.)

THE PLUMBERS.

"Atlantic Highlands is now well supplied with plumbers, and persons in town or the surrounding country desiring plumbing work will find our plumbers workmen of skill and experience.

"Samuel, Bills & Co. recently located, and are making a good start. Mr. Samuel was in the employ of the late J. J. Mulligan, and is experienced in all the details of the work.

"J. S. Flitcroft of Red Bank has opened an establishment on First Avenue. He comes well recommended, is experienced in the line of plumbing, and has a reputation for good work.

"On Tuesday evening the business of the late J. J. Mulligan was purchased by Conover E. White, who will continue the business at the old stand. Mr. White has a practical knowledge of the business, having been in the employ of Mr. Mulligan several years."

("The Press"—October 7.)

OBITUARY.

George B. Davis.

(One of the "Bay View Steamboat Co.")

"Geo. B. Davis of Hillside died suddenly Tuesday afternoon of heart disease, aged 65 years, 1 month and 12 days. The funeral was held on Friday at 1:30 o'clock at the house, Rev. J. S. Russel officiating. Interment was made in Bay View Cemetery.

"Mr. Davis had been cutting down trees about his ice pond near Valley Drive during the afternoon. It is thought he over-exerted himself which brought on the attack of heart failure. Two boys who were playing near the pond saw him stop work and sit down under a tree. A few minutes after he had seated himself the boys saw him fall over on his face. The boys rushed to the houses in that vicinity, but he was dead before any help arrived. It is probable he died as he fell.

"Mr. Davis was born at Navesink. He was the son of the late Joseph Davis, an old resident of that town. He married in 1861. His wife, Catherine, was the daughter of the late Morgan Swan of Navesink. This union was blessed with eight children, six of whom survive the deceased in addition to his wife. The children living are Frank J. Davis, a building contractor of Hillside; Rev. Webster S., who is an India missionary; Rev. George M., of Hamilton, N. Y.; Mrs. Alice Falkinburg, widow of Percy Falkinburg, of Atlantic Highlands; and Misses Kate and Lillian Davis, who resided with their parents. Another daughter, Lotta, wife of Herbert O. Todd, died last spring. Four sisters and two brothers also survive Mr. Davis. They are Mrs. Susan Jenkins, Mrs. W. H. Posten, Sr., and Theodore Davis of Navesink; Mrs. Charlotte M. Brown and Joseph W. Davis of New York, and Mrs. Norman L. Rowe of Jersey City.

"Mr. Davis was a contractor and builder. He retired about eight years ago and was succeeded by his son Frank. Mr. Davis owned a large tract of land south of Valley Drive, Atlantic Highlands, which he laid out in building lots. The tract is known as Hillside Park. Many lots have been sold and built upon. Much of this tract has been retained and is considered very valuable.

"Mr. Davis was a deacon of the Central Baptist Church, Atlantic Highlands. He was also member of the G. A. R. post here, having served in the navy during the war."

The following is a record of the twentieth anniversary of the founding of the town, and the subsequent organization of the Atlantic Highlands Wharf Company, which resulted therefrom, as written by Mr. H. O. Todd, secretary.

"On October 12, 1899, a meeting was called by W. H. Posten, Jr., president of the Board of Trade of Atlantic Highlands for the purpose of deciding on a form of celebration to commemorate the twentieth anniversary of the founding of the town. The gentlemen present were Thomas H. Leonard, Peter S. Conover, Jr., Thomas J. Emery, William M. Roberts, Matthew Brown, John E. Foster and H. O. Todd.

"After a discussion as to the form of celebration to be held it was decided to have an informal lunch at the Bay View House, to which the property owners and others personally interested in the town should be invited. It was also decided that at that time there should be a discussion as to the best means for improving the town and bringing back a portion of the prosperity it had enjoyed in the past.

"The gentlemen present formed themselves into a committee, with power to add thereto. Thomas H. Leonard was chosen chairman; H. O. Todd, secretary. At a subsequent meeting of the committee held in the office of John E. Foster on October 17th the following sub-committees were appointed, viz.,

Invitation Committee—J. E. Foster, chairman; N. H. Roberts, Charles Van Mater, T. J. Emery, Charles A. Fort, A. C. Hart, W. T. Franklin.

Luncheon Committee—W. M. Foster, chairman; E. P. Magee, P. S. Conover, Jr., George Mackey, Wm. P. Irwin, W. M. Roberts, Matthew Brown.

Reception Committee—(consisting of the mayor and ex-mayors), P. S. Conover, Jr., Thomas H. Leonard, J. E. Foster, Jacob T. Stout; also, Dr. E. C. Curtis and Rev. James E. Lake, ex-presidents of the Atlantic Highlands Association.

Programme and Finance Committee—Charles Van Mater, chairman, A. G. Hall, W. H. Posten, Jr., Charles R. Snyder, J. E. Foster, M. E. Curtis, Dr. P. A. Brown.

"The sub-committees were successful in their work and on Saturday, October 28th, the luncheon was held at the Bay View House.

"The number present was about one hundred and forty and after the luncheon was disposed of Thomas H. Leonard made a few remarks, and was followed by Dr. Baldwin, Dr. E. C. Curtis, Charles H. Lovett, Dr. O. A. Brown and others. The prevailing idea of those present seemed to be that a public pier was a necessity to the town and would benefit it to a very great extent. Before the meeting adjourned there were pledges to the amount of \$10,000 toward building a pier; this amount was increased, by a subscription of \$5,000 by D. W. MacLeod, to \$15,000.

"A committee consisting of Mayor P. S. Conover, Jr., chairman, Thomas H. Leonard, Dr. O. A. Brown, Dr. E. C. Curtis, J. E. Foster, was appointed to solicit further subscriptions and to report a form of incorporation. Through the efforts of the committee the subscriptions for stock was increased to \$28,600 by Saturday, November 18th, at which time the Atlantic Highlands Wharf Company was organized.

"The committee reported a set of by-laws and a form of incorporation, which was adopted by the stockholders present.

"The following directors were elected, viz.,

Charles Van Mater	Dr. E. C. Curtis
P. S. Conover, Jr.	N. H. Roberts
George F. Lawrie	D. W. MacLeod
Thomas H. Leonard	Dr. O. A. Brown.
Fred. Benson	Fred. Orth
John E. Foster	W. H. Posten, Jr.
A. G. Hall	Isaac T. Meyer
G. A. Ballin	

"At the first meeting of the Board of Directors:

Peter S. Conover, Jr., was elected president.
D. W. MacLeod was elected vice-president.
A. G. Hall was elected secretary.
Charles Van Mater was elected treasurer.

"The following gentlemen were present and filled their places at the banquet:

TABLE NO. 1.

Mayor P. S. Conover, Jr.	
Rev. Dr. Brown	Joseph Edwards
Rev. S. Sargent	John L. Perrine
G. A. Ballin	Charles Frost
A. V. S. Crate	George Frost
Rev. G. W. Wenrick	Matthew Brown
Rev. J. S. Russel	C. W. Miller
W. J. Leonard	W. W. Bentley
F. E. Price	John L. Ingling

H. B. Hart	A. C. Watrous
N. H. Roberts	George H. Stout
J. S. Cruser	Capt. T. H. Patterson
Franklin Patterson	Chas. Peck

A. G. Hall

TABLE NO. 2.

Ex-Mayor T. H. Leonard.

Rev. Robt. Emery	W. Morrell
E. L. Fox	I. T. Meyer
Jerome Welch	W. M. Roberts
F. E. Price	Thos. Dumont
John Ellis	Dr. Chas. Reed
Dr. Griffin	J. B. Stout
Randolph Martin	W. D. Stout
Rev. J. W. Nickelson	Hugh Warden
Rev. W. B. Harris	Robert Couch
Joseph Tumen	George Schmidt
H. V. Tompkins	F. Hagenbuch
George Brannin	S. B. Thorpe

H. O. Todd

TABLE NO. 3.

W. H. Posten, Jr., Pres. Board of Trade.

T. T. Rogers	Dr. G. D. Fay
F. A. Morehouse	J. P. Hopping,
S. T. Champion	H. J. Ely
J. G. Brookes	C. H. Lovett
W. S. Ravatt	John Southall
S. F. Patterson	T. J. Emery
Thos. Jennings	Chas. Morlatt
Fred. Linden	Capt. O. H. Day
G. H. Sickles	Prof. W. T. Whitney
A. M. Posten	W. T. Franklin
B. F. Price	W. P. Irwin
Ira Antonides	Edward Oakes
W. H. Posten, Sr.	John E. Foster

TABLE NO. 4.

Rev. Dr. E. E. Curtis.

Rev. Dr. Baldwin	William Mooney
William Baldwin	A. C. Hart
John G. Garretson	G. H. Davis
S. T. White	Dr. W. D. Knecht
S. H. Powell	C. A. Fort
H. B. Zebbley	R. S. Matthews
C. R. Snyder	F. A. White
Murray Foster	W. A. Sweeney
Lewis H. Foster	G. E. Jenkinson
W. N. Snedeker	E. Luffburrow
O. H. Snedeker	E. B. Swan
F. B. Rue	Amzi Quackenbush
J. S. Fliteroft	A. C. Hurley

M. E. Curtis

TABLE NO. 5.

J. J. Leonard	W. N. Burdge
L. S. Sculthorp	Rev. Edward Loux
Geo. A. Mount	Geo. F. Lawrie

H. D. Smith

"The tables were handsomely laid and an amateur artist, Mr. Thos. J. Emery, took a photograph of the scene inside and upon the porch before the feast from which cuts have been made for publication. The arrangements were under the direction of the Board of Trade, with ex-Mayor T. H. Leonard, chairman and H. O. Todd, secretary. The guests arose and joined in singing, 'My Country, 'Tis of Thee,' before leaving."

TROLLEY AND STEAMBOAT COMPANIES ALERT.

On Monday representatives of two trolley companies were in town investigating the trolley movement and trying to advance the interests of their respective companies. On Tuesday a representative of the Iron Steamboat Company was in town and desired his company to be put on record as the first steamboat company making application for running a line of boats from the pier, foot of Avenue A, this place and New York.

The new public wharf, which was built at this time, from which much was expected, has resulted in failure, as not enough interest was stirred to encourage a trolley connection, and without that it could not hope for success.

("The Press"—November 11.)

ATLANTIC HIGHLANDS' NEW WHARF.

"The movement for a public steamboat wharf at Atlantic Highlands, which started off so vigorously at the Founders' Day dinner, continues with even increasing force and enthusiasm. The subscriptions now exceed \$30,000 and a meeting of the subscribers has been called at the Bay View House for Saturday, November 18, 1899, at 1:30 p. m., to organize the company. This movement promises the business regeneration of the place. Free access for steamboats and sail vessels will be afforded by the new wharf. A trolley terminal will be a natural sequence. Reduced fares and freight rates will be direct incidents.

"Indirect consequences will be no less significant. Property will change hands. Houses will multiply. Big business enterprises are sure to follow. Perhaps Steinbach Company of Asbury Park will be led to establish a branch store here to maintain their acknowledged business supremacy in Monmouth. The plan to build twenty-five houses before next season may materialize.

"Atlantic Highlands is preparing for the grand future which is foreordained. The new wharf is not the least important of the various foundations of the coming prosperity for not only the borough but for the entire township of Middletown."

("The Journal"—November 16.)

ASSEMBLYMAN-ELECT SNYDER.

Tendered a Serenade on the Event of His Election.

"On Saturday evening the Atlantic Highlands fife and drum corps, accompanied by a large crowd of men and boys, tendered Charles R. Snyder a serenade on the event of his election as a member of the next Legislature. The procession formed in line on First Avenue and proceeded amid wild enthusiasm to Mr. Snyder's residence on Second Avenue. The crowd had carefully prepared for the event by procuring a lot of fireworks, which for a while made one think of the celebration of Independence Day.

"After the band had played in front of the house a few minutes, Mr. Snyder appeared on the porch, and in a few words expressed his pleasure at the manifestation of good will his townsmen had shown him, not only at this time, but in the confidence reposed in him on election day. He said that until his nomination his life had been to do the best he could without hope of reward or fear of punishment, as he had not expected to be a candidate for their suffrage. He promised that his conduct in political life would be with the single aim to so represent his constituents that he would have their approbation as heartily at the end of his term as it appeared at the beginning. In conclusion he said that George Washington and he both had to tell the truth; while it was true that he did not know that he was to be serenaded, he had overheard some talk that afternoon about fireworks and had told Mrs. Snyder they had better make a little preparation in event of a visit. Several times during his remarks he was interrupted by cheers and drum beating. Mr. Snyder then called for helpers, and they passed coffee, cake, cigars and apples in abundance to the serenaders."

("The Journal"—November 23.)

FORT HANCOCK.

Dedication of a Methodist Church—Bishop McFaul to Visit St. Mary's Chapel—A Church Fair—Personal Items, Etc.

"The new Methodist Church at Fort Hancock was dedicated on Sunday, November 12. Previous to the organization of this church, protestant religious services were conducted here by pastors from Seaside and Atlantic Highlands. Among those who held services were Rev. J. R. Vannatta and Rev. C. V. D. Conover of Seaside, and Revs. J. B. Haines and F. C. Colby of Atlantic Highlands. Since

Rev. Mr. Conover has been stationed at Seaside he has visited the Fort at least once a week—usually on Thursday evening—and held service. The Methodist society was organized by Rev. Mr. Conover and a few earnest and active workers. An unused Government building was set apart by the authorities for the use of the new society, and the building was moved to its location, opposite the public school, and fitted up at an expense of about \$300 to the society. It is a very neat and comfortable building, and will seat about 250 persons."

CHAPTER LXVII.

1900 TO 1908.

The Election of Mr. William M. Roberts, Mayor—The Building of an Ocean Boulevard and the Trolley Agitated.

The contract for the building of a stone road from the foot of First Avenue, on the Bay, to the Navesink Bridge was secured by Jonathan T. Stout and John Swackhammer, contractors, for the sum of \$16,264.39; work to commence July 2nd of that year; work to be commenced on the river end of the contracted route. This work was completed to the satisfaction of the State Road Commissioner Budd. The improvement meant much to Atlantic Highlands and the other towns connected therewith.

We record the death of our old journalist in the person of Mr. George H. Stout. His life work was mostly performed in New York City. He spent several years with us and within that time compiled and published a Directory of Atlantic Highlands that required much labor and was received with appreciation by his fellow-townsmen.

Mr. Charles Morlatt succeeded D. E. Todd, in the grocery firm of J. G. Brookes & Co., at this time. Mr. Morlatt had been a former resident here, but had spent some years at Little Silver in the grocery business.

The Corning Lumber Company of Corning, N. Y., in 1894, located here a branch of their business. William C. Clark, a son of the treasurer, became the manager. The company reorganized at this time, with a capital of \$50,000. Ex-Councilman Thomas H. Mickens, Councilmen W. C. Clark, Austin L. Clark and G. B. McHenry, Jr., were included in the incorporators.

New Councilmen were sworn in as the result of the election of March 14th.

A NEW COAL YARD AT THE HIGHLANDS.

John J. Leonard has been busily engaged during the week perfecting arrangements for the opening of his coal and wood yard at Seaside and the Navesink Highlands. Mr. Leonard contemplates building the necessary switches, coal bins, etc., on a large scale, and this yard when completed will compare favorably with any other coal and wood yard in the county.

We record the death of William H. Posten, Sr. Mr. Posten was the first to purchase lots at Bay View, as it was then known, on this plan—to buy a lot, the money to be used to extend the wharf from a freight to a passenger wharf, which was done.

OBITUARY.

William H. Posten, Sr.

"On Monday of this week William H. Posten, Sr., one of the pioneer residents of Navesink, died at the age of 74 years. He has been a sufferer with paralysis for ten years past, and at times quite helpless. For the last two weeks of his life he was unable to leave his bed. Funeral services were held at his late home at Navesink on Thursday at noon, Rev. J. S. Russel of the Central Baptist Church, Atlantic Highlands, officiating, assisted by Rev. J. W. Nickelson of the Navesink M. E. Church.

("The Press"—March 17, 1900.)

IT IS TO BE POSTMASTER SNYDER.

He Received Word Thursday That He Would Be the Appointee.

"The long suspense over the Atlantic Highlands post office was ended this week by official notice that Congressman Howell had nominated Mr. R. S. Snyder for postmaster. The strife was long and powerful influence was brought to bear in the interest of the several candidates, but no hard feelings were permitted to be engendered. Mr. Snyder says that he has not had time to make any arrangements as to office force or location, but it is thought no changes will be made for the present at least, as Mr. Snyder intends to make a number of improvements in the service and keep the office as central as possible. He will probably not take charge before the first of April. The appointment meets with general approval, and Mr. Snyder has been the recipient of much congratulation."

The following appeared in the local print as the forerunner of what was to follow some twelve years after, known as the "Ocean Highway," running from Atlantic Highlands over the hills to the Highlands of Navesink and from thence along the ocean front the entire length of the state to Cape May.

("The Press"—March 10, 1900.)

AN OCEAN DRIVEWAY.

Bill to Create a Boulevard Along the Monmouth Shore.

"Senator Francis and Assemblyman Kirkbride have promised they will introduce a bill to create the continuous

ocean driveway along the Monmouth coast. The scheme is to build a road from Atlantic Highlands along the bay shore to the Highlands of Navesink, restore the famous Ocean Avenue from North Long Branch to Asbury Park, and build bridges across the lakes and continuing the road through to the Manasquan River.

"If the bill passes, the road will be built by the state and the county and municipalities through which it passes will bear part of the expense. Assemblyman Chas. R. Snyder is heartily in favor of the scheme and will support the bill."

("The Press"—January 13, 1900.)

FIRE AT HIGHLANDS.

Railroad Station and Several Stores Burned.

F. A. Reiter's Building, in Which Three Stores and Post Office Were Located, Destroyed.

"A fire occurred at the Highlands on Friday morning which destroyed the railroad station, a grocery store, and the building erected about three years ago by F. A. Reiter at Atlantic Highlands, who used part for a branch tailoring establishment. The post office, a fruit store and a shoe repairing establishment were also in the building."

1901.

The death of Jonathan T. Pinckney occurred at this time. He was the first marshal of Atlantic Highlands and served in that capacity for several years. He was the brother-in-law of our townsman, ex-Mayor Jacob T. Stout.

The Honorable George H. Sickles of Navesink died February 12th of this year. We note his death particularly, as he was a very prominent citizen of Navesink, having filled, in our memory the following positions: first, groceryman, then school teacher, a successful farmer, and, finally lay judge of the county. Through his efforts the post office was first located at Riceville (Navesink) as against Leonardville.

We record the death of a wealthy citizen in the person of Mr. D. W. MacLeod, who was always ready with his means to assist in town enterprises.

1902.

Another attempt was made in this and the previous year to get the trolley into Atlantic Highlands through the influence of Mr. Frank Bell, of the Keyport and Matawan Street Railway Company, but through one reason and another it failed.

We record the death of one of the most active citizens, at this time, both in local and church affairs. The following appeared in the local paper, stating his death:

RUTSEN S. SNYDER PASSES AWAY.

Was Postmaster of the Borough and Prominent in Public Affairs.

"Postmaster Rutsen S. Snyder, a well-known and highly respected citizen of Atlantic Highlands, died at his home on Second Avenue, about 5 o'clock Tuesday morning, of heart failure, aged about 67 years.

"Mr. Snyder had been ill since January 1st last, but his death came very suddenly and is a great shock to his large circle of friends and acquaintances. In January he took cold, which turned into remittent fever, which left him very weak. For the last three weeks he had become gradually stronger and his friends were sanguine of his speedy recovery, but on Tuesday morning his heart gave away under the continued struggle, and he passed quickly and without suffering.

"Mr. Snyder was born in Rhineback, Dutchess county, New York, May 9th, 1835, and came to New Jersey in 1859 to teach school. After teaching four years he married Elizabeth Roberts, daughter of Thomas Roberts, a highly respected farmer of New Monmouth, with extensive connections throughout Monmouth county.

"He was the son of George and Mary Snyder and the sixth of eight children, three of which survive him; one sister, Miss Catherine Snyder of Rhineback, and two brothers, Robert S. Snyder of Rhineback and Jesse H. B. Snyder of Elmhurst, Pa. He leaves a widow and three children, Miss Evelyn R. Snyder who assisted him in his insurance business; Miss M. Louise Snyder, who was assistant postmaster, and ex-Assemblyman Charles R. Snyder, who has law offices in the same building which his father occupied.

"Soon after marrying he began farming and continued until 1891, although not parting with the farm until 1895. While farming, in 1873, he was appointed a commissioner of deeds, took up surveying, conveyancing and insurance and real estate, which he continued until his death. When Atlantic Highlands first started he opened a branch office here, and in January, 1892, removed with his family and made it his permanent headquarters. He acquired some little property, and did an extensive business.

"When the Central Baptist Church was started Mr. Snyder was made deacon, which office he held at the time of his death. He assisted in the organization of the new church and was especially active in church, Sunday school and educational work."

910

George H. Adams, Jr.

[illegible][illegible]

**UNITED
WE
SERVE**

AGREED ACCORDING TO LARGEMENT.

1903.

We record the burning of the Octagon where the camp meetings were held in stormy weather. It then stood at a point near the foot of "Point Lookout Hill," on Bay View Avenue, later moved to Bath Avenue and Bay View Avenue.

ATLANTIC HIGHLANDS FIRE.

The Octagon Burned on Sunday Morning.

Sea View House and Bryant and Champion Cottages Damaged—All of the Property Was Fully Insured.

("The Journal"—August 10, 1902.)

"One of the most disastrous fires that has ever visited Atlantic Highlands occurred early Sunday morning. The Octagon, formerly the old Tabernacle, was entirely destroyed and the Sea View House and Bryant cottage were damaged. The Champion cottage was all destroyed above the first floor.

"Shortly after midnight Saturday the Octagon, owned by M. E. Curtis, and situated on Bay View Avenue, was discovered to be on fire. An alarm was immediately turned in, and the firemen responded quickly, but by the time they arrived on the scene the building was in ruins. The Octagon was a wooden structure and consisted of an ice cream saloon and hall, which was used during the summer season for cake walks, fairs and minstrel shows. J. J. Kennedy of New York has operated it for two seasons. He vacated on October 1st and it has not been occupied since."

END OF AN OLD BUSINESS.

1903.

Edward W. Leonard's Store to Be Closed.

The Business Has Been in the Leonard Family Since 1812—Three Generations of Leonards Have Kept Store There.

"With the retirement from business of Edward W. Leonard of Leonardville, which will take place with the sale of his farm stock and store goods on Wednesday and Thursday of next week, the store business at that place will pass from the Leonard family for the first time in almost a century. The business has been in possession of the Leonard family for three generations, it having been started by Captain William Leonard, grandfather of the present proprietor.

"The first store business in Middletown township was started at a place along the shore known as Applegate's Landing. This store was kept by Richard Applegate, grandfather of John S. Applegate, Sr., of Red Bank.

"All of Thomas Leonard's sons, James H., Thomas H., John J., and Edward W., clerked in the store in their early days. Edward W. was the only one who continued and he has had control of the business for the past ten years or more."

1903.

NEW TROLLEY ENTERPRISE.

Another Trolley Knock at the Borough Door.

Jersey Central Traction Company Wants Charter in Atlantic Highlands

—Atlantic Highlands to Be Connected With State

Trolley System—Coming Slow But Sure.

"On Friday night E. D. Dubois made application to the council of Atlantic Highlands for a franchise to use streets in the borough for trolley purposes. This has been long expected. But the council nevertheless said: 'This is so sudden,' according to the usual formula. Mr. Dubois gave a rosy account of the achievements and prospects of his company. He said the franchise in Atlantic Highlands must be obtained before the line would be extended toward the borough from New Monmouth or Belford.

"The streets upon which franchises are asked for are as follows: From the borough limits on the westerly end of Valley Drive, through Valley Drive to the borough limits at the easterly end. The other route begins at the borough limits and down South Avenue to Avenue A, up A to Center, then to First and up First to Valley Drive. Both on Avenue A and First Avenue spurs are mapped out leading to the shore. Mr. Smith, the consulting engineer of the company, was also present at the meeting.

"Mayor Roberts presided over the meeting and all councilmen were present excepting Mr. Quackenbush."

A deed of dedication, from former Mayor T. H. Leonard, of twelve foot path from First to Railroad Avenue, was presented and accepted. The path was originally to be ten feet, but Mr. Leonard added the two feet extra. It adjoins the south side of Robert's & White's building.

1903.

TROLLEY ORDINANCE.

Granting of Franchise Favored at Public Hearing.

Many Questions Asked and Answered—Resolution Adopted Instructs Council.

"The public hearing on the application of the Jersey Central Traction Company to the Council of Atlantic Highlands was held on Tuesday evening and was attended by about seventy-five persons. The meeting resulted in a resolution being adopted requesting the Council to grant a franchise with proper protection to the borough.

"Mayor Wm. M. Roberts presided and after stating the object of the meeting asked for an expression of opinion from the citizens. The 'expression' was not forthcoming, and Mr. Dubois, who represents the company, stated he hoped there would be some argument as there was certainly some opposition to the proposition, either as a whole or in the route the company had selected. He stated he wanted to act honestly with the Council, the citizens and with his company. He had heard on the streets and in the stores that there were some objectionable features and if the objections were not stated at the meeting it would plainly show that some underhand work was being done.

"M. Murray stated there were three important questions to be answered, and they should be exacted in granting the franchise. The line should be built and in operation within a reasonable length of time; the streets through which the company operated should be maintained at their own expense and there should be a continuous operation of cars.

"Mr. J. Lagree, the Vice-President of the company, was introduced and made a few remarks.

"Jonathan T. Stout stated, 'We want the trolley, but if granted when will we have it?' Mr. Dubois replied that they expected to have the line from Keyport to Red Bank completed by November 28th, and if the franchise was granted work should be commenced here at that time, and if the winter weather was as favorable as last winter they would have cars running through the borough during the month of May, 1904."

The most prominent feature that we recall in Mayor William M. Robert's administration, at this time, was the attempt made by himself and his Councilmen to improve the meadows lying between what is often called the east side and the west side of the town, and extending from the bay shore to Hillside, north and south. There was much labor and thought expended, and some expense attached to this effort, but it was honestly spent by the Mayor and his assistants, to blot out this unsightly condition, placed so conspicuously, by nature and circumstances, that every incomer to our beautiful town should get a better impression of it. Their object was to dig out a sufficient portion,

thus forming lakes, and with the material creating mounds and islands, located and formed in an artistic manner, retaining and connecting all the avenues possible, running east and west for the convenience and easement of the traveling public. This effort failed, after the survey and maps were completed, but the idea may be resurrected at some time in the great future.

TROLLEY PROGRESS.

What the Jersey Central Has Done Within One Year.
Are Rushing Work of Completing Line Within Township—New Company Holding Pier Interests Incorporated.

"The New Jersey Central Traction Company, which has an application before the Atlantic Highlands Council for a franchise, is rapidly pushing the work of building the line between Keyport and Red Bank. Although remarks can frequently be heard as to the length of time since the company began work on the line, they have, however, made remarkable progress as compared to the time it has taken other companies to secure right-of-way, go through the many legal processes, and untangle the many complications before they began the actual construction of the road.

"One year ago today the Jersey Central Company did not have the consent for a single foot of land on which to construct a trolley line from Keyport toward Middletown township. Surveys had been made, but it was not until after October 1st that the company began to secure consents and then they began on the Middletown turnpike, the route they have since abandoned. Today they have cars running nearly to Port Monmouth, and within ten days they expect to have the steel rails placed on the ties at Belford. A gang of men are at work now on the street recently opened at Belford, which is about one-half mile long, and yesterday they started work on the trestle over the meadow on Patrick Kenny's property.

"On Monday morning a large force of men started at work on Derrick Campbell's property at New Monmouth, cutting through his corn field and grading the road which will lead directly to the Morford property, where the company began work last winter. This strip is only about two-thirds of a mile long and when finished the company will have the line completed from New Monmouth to the Shrewsbury River, where the bridge crossing over to Red Bank will be built. At this point a large force of men are working up timber into frame work for the bridge. Some delay has been caused on account of piling, but that is ex-

pected every day. The piling is formed in a raft and is being towed down the bay. It may be necessary to cut the raft in parts in order to tow the piling to the site of the bridge.

\$128,000 FOR LABOR.

"A member of the Jersey Central Company, in an interview with a 'Journal' man, stated the company has already spent on this line for wages, including team hire, the sum of \$128,000, and while it is true there is less than two and one-half miles of road to build in order to complete the line, it will require considerable more cash for wages alone."

CHAPEL HILL PROPERTY SOLD.

I. B. Hosford Purchased Eighty Acres for Country Seat.

"I. B. Hosford, a business man in New York City, has purchased the farm belonging to the Downs estate at Chapel Hill and some property adjoining the farm. He has purchased a total of eighty acres at a cost, it is said, of about \$20,000. Mr. Hosford will greatly improve the property and will occupy it as a country seat, and will not cultivate any part of the farm. The property is near George F. Lawrie's farm, and the Chapel Hill lighthouse is on part of the property. The sale was made through Charles R. Snyder."

1905.

POSTMASTER FOSTER.

Appointment Confirmed Friday—Will Retain Assistant.

"President Roosevelt's appointment of William M. Foster as Postmaster of Atlantic Highlands was confirmed last Friday by the Senate and Mr. Foster has received his commission and will take possession of the office on April 1st. Mr. Foster has engaged George W. Conover, the present assistant, as his assistant. Mr. Conover has been assistant postmaster during part of the term of his father and all through the terms of the late R. S. Snyder and Miss M. L. Snyder.

"No introduction is necessary for Mr. Foster, as he is one of the pioneer residents of the borough and is well known throughout the township and county. He was acting postmaster after the death of Capt. James H. Leonard, who died about three months before his term expired, and Mr. Foster did not retain a cent of the proceeds of the office but insisted upon its being credited to Capt. Leonard's estate."

OCEAN BOULEVARD AGAIN.

Long Branch Eager for State to Build Ocean Avenue.
State Road from Atlantic Highlands to Cape May—Probable Route
Through Navesink—Perhaps via Highlands—Or via
Oceanic and Rumson Road.

"The movement for a drive along the ocean front of New Jersey from Atlantic Highlands to Cape May has now assumed definite shape and it is likely that at the coming session of the New Jersey Legislature the State's participation in this project will be worked for.

"State Road Commissioner Hutchinson thinks the ocean drive could be made one of the greatest roads of the world. In an interview on the proposition he says:

"I could not give much each year for this project, and therefore work would be slow. A little while ago I was in consultation with rich land owners regarding the possibility of this project, and agreed that it was a plan of sufficient importance for the State to take action on.

"It will be a pride to Jersey men to have the finest ocean drive in the world, and I believe that the legislators can be made to see it that way, especially if only little expense is to fall on the State.

"Built within the State road law, it could be accomplished in a few years, and no additional burden would be put on the State. If one municipality desired to get the benefits of the road ahead of the aid the State could give, they could advance the money in anticipation of the money coming from the State, in due course of time.

"It is possible that the reported syndicate which is to build the ocean driveway may make bargains with each County Board of Freeholders, in some way, to go ahead and build the whole driveway, and when the counties get the money, take their pay for the portion built in the county. Bonds could be issued for a sufficient term of years to accomplish this.

"Backed by the law of the State, the projectors could go ahead and connect the links of roads until the ocean boulevard, 100 miles long, the finest in the world, would come into existence. It has been the dream of Jersey men for years to see this accomplished, municipalities having been working toward this end by building good coastwise roads.'

"The route for the proposed road is: Leaving Atlantic Highlands the road would cross the Navesink River, touching the Atlantic Ocean at Seabright. Thence south the

highway passes through Long Branch, Elberon, Allenhurst, Asbury Park, Ocean Grove upon the west, Avon, Belmar, Spring Lake, Sea Girt, Manasquan and Point Pleasant. This is a distance of about 30 miles, through all of which the highway is in sight of the ocean." (The accepted route, will be described, later.)

REV. W. B. HARRIS DEAD.

Grand Old Man Passed Away—Was Eighty-Two Years Old—Last Pastor of Navesink Baptist Church—His Life.

"On Monday afternoon at four o'clock, Rev. William B. Harris at his home at Hillside, Atlantic Highlands, passed peacefully into eternity at the ripe old age of 82 years and 6 months. He had been gradually failing for a year or two and had been confined to his bed for about two weeks past with a severe attack of dropsy. In Mr. Harris' death this vicinity is losing one of its best known and best loved citizens. Mr. Harris was born in New York City, January 28th, 1823. He was converted when 23 years of age and joined the Baptist Church, Bedford and Downey Streets, New York City. Dr. Judson, of missionary fame, was pastor of this old church at one time. Rev. Mr. Harris was ordained by the Chawtaw Baptist Association of Mississippi in 1849 and was engaged in missionary work in the south for two years following his ordination. In 1851 he was called to the Cold Spring Baptist Church on Long Island, baptising about sixty persons. He remained pastor of this church three years. His missionary zeal carried him west, where for six years he labored among the destitute churches of that country. His unwavering patriotism prompted him to tender his service to the nation during the Civil War. He joined the 20th Illinois regiment as chaplain, but remained only a short time on account of the critical illness of his wife. After the retirement from the army he received a call to serve the Navesink church, then called the Second Baptist Church of Middletown."

CHAPTER LXVIII.

1908.

Mayor John H. Van Mater's Message, and Trolley Franchises.

NEW BOROUGH COUNCIL.

Went Into Effect on New Year's Day—Committees and Officers.
Excellent Message by Mayor J. H. Van Mater—Recommends Amuse-
ments—Many Other Problems.

"The final meeting of the local Mayor and Council was held on New Year's Day in the truck house.

"After the usual form the old Board retired and Patrick Halleran took his seat, he being the only new member; Mayor Van Mater and Councilmen Smith and Magee having been re-elected had already taken the oath of office.

"Following is the message presented to the Council by Mayor Van Mater, which has received much favorable comment:

Atlantic Highlands, N. J., January 1, 1908.

"Gentlemen of the Council:

"At the beginning of the New Year and a new term as Mayor of Atlantic Highlands, there are a few suggestions and recommendations that I wish to make to you. Atlantic Highlands with its electric light and water plants and various other important departments, is a borough where much is required of the Mayor and Council, and I believe that through our united effort much good can be accomplished in the coming year.

SEWAGE DISPOSAL.

"One of the most important questions that confronts us this year is the building of a sewage disposal plant. After much inquiry into the various methods of sewage disposal it is conceded by all that the science of disposing of sewage and destroying the bacteria or poisonous germs is yet in its infancy. The State Sewage Commission until last year was simply an advisory board, but during the last session of the legislature a law was enacted giving this board unlimited power toward compelling the installation of sewage disposal plants. The board recently directed all the boroughs, towns, etc., in the State to construct sewerage disposal plants by May 1st next, without giving them directions as to the

nature or cost of the plant to be installed. So whatever plant that we or any of the towns may install would be experimental. I believe that before the work is commenced the State Board should employ expert engineers and have outlined a certain method that would be adaptable to the various municipalities. An organization of the boroughs and towns along the shore has been effected for the purpose of treating with the State Board as to time limit, a board of expert engineers to investigate the matter thoroughly and be in position to advise us what to do. We have taken steps to co-operate with this committee and I recommend that the efforts put forth along this line be continued. I believe that one of the best things Atlantic Highlands could have is a sewage disposal plant. We have long needed it, but I do not think under the present financial condition of our borough, public money should be expended on a plant, the successful operation of which, would be a question. I recommend that the Council keep this most important matter constantly before them that it may be worked out to the advantage of the borough.

AMUSEMENT FOR SUMMER VISITORS.

"Atlantic Highlands is a summer resort, and as such depends almost entirely on its summer population for its success, yet very little time or money is spent toward getting people here or entertaining them after they come. We are about closing the title to the riparian rights at the foot of Fourth Avenue and of Avenue D. We also have title to some shore property at or near the foot of Avenue A. Some effort should be made to have the shore front opened to the public. A pavilion could be erected on the Avenue A property, and a recreation pier could be constructed at the foot of Fourth Avenue. The borough might do this. If that were impracticable, we should endeavor to interest private capital in these enterprises. A public park is a much needed improvement and would seem to be among the possibilities at this time. I might suggest many things along this line, but call your attention to these few that some effort may be made toward making this a more desirable summer resort. Other towns that have taken such action have reaped the benefits.

STREETS AND SIDEWALKS.

"We have several miles of streets to take care of and on account of the hills it is a difficult matter to keep them all in shape. The past two years money has been taken from the street appropriation and used for other purposes.

This perhaps was necessary. I strongly urge, however, that this year all money raised for streets be spent on the streets. Good work has been done the past year considering the limited appropriation. I would urge that if necessary, in order to keep the streets clean, sufficient money be reserved this year for that purpose. A man should be employed to clean the streets every day during the summer months. It would be a wise expenditure. I would also suggest along this line that sufficient money should be reserved to sprinkle the streets for a short time before the county commences its work and for a short time after they discontinue their service.

"I would recommend that when new culverts are to be built they should be constructed with material that would be permanent, such as iron pipe, sewer pipe or reinforced concrete. It may cost a little more now, but the work would not have to be done over again almost every year as at present.

"Much has been done the past year along the line of sidewalk and curb improvement. This is a matter that does not cost the borough anything but a little work. The property owners must pay for the improvement and in most cases where the work affects all properties on a certain street alike, the owners are willing and anxious to pay the assessment. I strongly urge that the Council take up the matter of having flagstone or concrete sidewalks laid on the avenues most traveled. As an example, Mount Avenue from First to Seventh; Highland, from First to Seventh; Washington, from First to Seventh; Third, from Bay View to Valley Drive. All of this work could not be done at once, but if taken up systematically much could be accomplished during the year. Some work on sidewalk building should be done every year, and in a few years we could have good sidewalks throughout the town. Another matter that might come under this head is the care and trimming of shade trees. The Council should take up the matter of caring for our present shade trees and planting new ones where necessary.

FACTORIES.

"Much has been said in the past in reference to obtaining factories to locate here. I need not set forth the reasons why we need factories; everyone knows that the summer trade is not enough to support our population for the whole year. We need good, clean factories, such as would not conflict in any way with our summer business, and there are many of this sort locating throughout the State where

the shipping facilities are not as good as we have. I believe the railroad company would make as reasonable freight rates to large shippers as could be obtained in other towns. A factory that would employ skilled labor and our young people, and would bring people from out of town to work and locate here, would be a blessing to this community. There are many properties near the railroad that are of little value except as factory sites. While the borough cannot build factories it can use its influence in encouraging others to build. I would suggest that an earnest effort be made by the Council to obtain a factory or factories to locate here. The Board of Trade should also interest themselves in this work.

TROLLEY.

"We have been promised indirectly that the trolley will come down First Avenue this spring. It is our business to see to it that it does come downtown, and that all cars on the main line run down First Avenue, instead of a shuttle car running from the present line down and back. It will be to the great advantage of the business men if the cars are run into this town at once. I believe the trolley people are a fair lot of men, and I believe that with the assistance and some persuasion on the part of the Council the long-desired trolley will soon be running down First Avenue. This matter should be looked after at once, so that the road-bed could be constructed before the summer renters begin to come to town.

ELECTRIC LIGHT AND WATER.

"The electric light and water plants are being managed by efficient employees. The Chairman of these two most important committees should follow closely all that is being done in these departments. I believe that a new system of surface filtering would be an improvement over the present one. The borough would make money if it extended its electric light system to Brevent Park, and possibly Hillside and Navesink. We have the power to supply the light and we certainly need the revenue. The cost of construction would be small as compared with the permanent income it would bring us.

FINANCE, FIRE AND HEALTH DEPARTMENTS.

"The Finance Committee have done good work this year. They have had many problems to solve and much to do along the line of holding expenditures down to appropriations, looking after bonds, notes, interest, etc. I feel

sure that this department will receive the same good attention the coming year. The Fire and the Board of Health Departments are important ones of the borough government, and I strongly urge that they be given our hearty support and encouragement.

ECONOMY.

"I believe in the judicious expenditure of all public money. I do not, however, believe that the word economy should be so firmly implanted in our minds that it results in meanness. I believe in spending money where it should be spent and getting the best results possible for the money used. There are many things that come up in our borough that need to be looked into with a broad mind, always considering the welfare of our people to guide us and not to a false standard of economy.

HACK LICENSES.

"The matter of regulating hack fares and drivers has caused us considerable trouble during the past summer. An ordinance should be passed making reasonable hack fares and imposing a penalty for the violation of the ordinance. This is a matter that requires our immediate attention.

APPOINTMENTS AND COMMITTEES OF COUNCIL.

"In making my appointments I have appointed such persons as I feel assured will conduct their various offices to the best interest of Atlantic Highlands. Most of them are re-appointments, and as they have made good in the past I feel safe for the future.

"In fixing my committees I had in mind the men best fitted to handle the various questions, men who in their private walk have had to do with matters that in the Council will give them understanding and experience.

"And so, gentlemen of the Council, I leave these few thoughts with you, asking you to look well into all matters that properly come under your various committees and to all matters that are for the betterment of our borough, whether they properly come under your committee or not.

"I hope you will feel that you have the hearty support of the Mayor in the various departments and I assure you that the Mayor will feel that he has the support of all the members of the Council, and that we are united in one great effort and that is for the upbuilding of Atlantic Highlands.

"JOHN H. VAN MATER, Mayor."

We record the death of Dr. Oliver A. Brown of this place. He was always a welcome and prominent figure in all of the town's interests. His powers as a speaker were never more in evidence than at the 20th anniversary of the founding of the town, (October 25, 1879), held at the Bay View House, where he was the principal speaker.

REV. DR. O. A. BROWN DEAD.

Passed Away Friday—Funeral Monday.

• 30 Years in Ministry—Age 63 Years—Summer Resident Here 21 Years.

"On Friday afternoon, at thirty-four minutes past three, Rev. Oliver A. Brown of this place, departed this life in the sixty-third year of his age.

"Dr. Brown was taken sick just one month to a day before the date of his death. He was at first affected with what seemed to be nervous dyspepsia. Later it became evident that his heart was affected and Dr. Field of Red Bank was called in consultation with Dr. Van Mater of town. Heart stimulant was administered and the patient seemed to rally considerably, in fact so much that he was able to occupy his favorite seat by his window overlooking the bay. However he had been ailing so long that the required strength was lacking and the apparent improvement was due only to the reaction of the stimulants. During the last few days of his illness the deceased was in a coma from which he never came out but peacefully passed away surrounded by his entire family."

THE OCEAN BOULEVARD.

An Excellent Communication on the Subject.

G. F. Lawrie Represents This Borough on Both General and Executive Committees.

To the Editor of The Journal:

"It is likely that at least a majority of your readers in Atlantic Highlands, Highlands and Middletown township have not as yet realized the significance of the proposed Ocean Boulevard from Atlantic Highlands to Cape May, and the immense importance to this community of the project if it can be properly carried through. The idea appears to have originated in the mind of Governor Fort, who in a recent address said: 'The New Jersey seacoast is a great, if not the greatest, asset of the State;' his contemplation of that fact convinced him that an enterprising development and utilization of that great asset would bring people and money to the State and make its seacoast famous

—more famous than it has been. Progress and prosperity follow closely the development of local attractiveness in any community and the State as a community proposes to develop its own particular great asset by constructing an ocean boulevard running along the coast from Atlantic Highlands to Cape May. The Governor has been energetically promoting this idea. An Ocean Boulevard Committee has been organized from among residents along the proposed route and much progress has been made. Mr. G. F. Lawrie of this borough is our representative on the committee, and he is also a member of the executive committee.

“ ‘Right here it may be said for the first time in many years we have a Governor who proposes to have the State give requisite attention to the interests and needs of the coast. Also we have been fortunate in having Mr. Lawrie on the committee; his energy and enthusiasm have already counted for much. Please note that it has been definitely decided to have the boulevard run from Atlantic Highlands to Cape May, although when the committee was first organized the route was vague and uncertain in the minds of the Governor and others. It is now obvious to all that the most beautiful part of the boulevard, in its scenic and panoramic features, will be that part running over the Atlantic Highlands hills.

“ ‘Presumably ‘The Journal’ will furnish its readers with information of the progress already achieved in the project—how in the 127 miles of the route selected only 27 miles of new roads and seven bridges will be necessary; how the \$175,000 now in the State treasury from automobile fees will contribute to the construction, and future fees be used for maintenance, and so forth. This letter is only for the purpose of commenting upon the probable effect of the boulevard upon this vicinity and the reason for all of us to be deeply interested in the project and enthusiastic for it.

“ ‘There is probably no other thing that can be imagined as practicable that would immediately upon its completion bring into our locality so many new people with real money in the bank as this Ocean Boulevard starting from Atlantic Highlands. From all points of the compass this would come—not only from New York and beyond by the boats, but also by all land routes—if only to see it and go over it once. Atlantic Highlands would be the starting point of the attraction of the tourist trip, so to speak. In one summer there would be thousands. How many of those people going over the hills from here to the Shrewsbury and seeing for the first time the panoramic view and the multitudinous

beauties of the locality would ever forget it? How many would want to come back and see it again, and mayhap want to select a place to live?

"Is it not quite clear that this Ocean Boulevard project is one to stir the deepest enthusiasm and anticipations of your readers? All the force of the 'voice of the people' should be devoted to its consummation by every one of us. Think it. Talk it. Push it in any and every way you can!

"Very truly,
" 'PROGRESS.' "

ROBERT EMERY DEAD.

Pioneer Resident of Atlantic Highlands Passes Away.

Had Been Ill Only Six Days—Death Due to Dysentery—Funeral Tomorrow Afternoon.

"Rev. Robert Emery, one of the pioneer settlers of Atlantic Highlands, died at his residence, Hollywood Lodge, yesterday morning shortly before seven o'clock. He had been ill only about six days. Death was due to dysentery. He was seventy-seven years and eight months of age.

"Mr. Emery was born at West Long Branch and came to Atlantic Highlands in 1881. He leaves two sisters—Mrs. Margaret Reeves and Mrs. Susan A. West of Long Branch, and one brother—Charles P. Emery of Shrewsbury. Thomas J. Emery of Atlantic Highlands is his nephew and Miss Minnie Emery is his adopted daughter. His wife died several years ago.

"In the early fall of 1879, Mr. Emery was the superintendent of the Seabright Sunday school and he brought his school on an excursion to Atlantic Highlands, which was the principal factor in the organization of the Methful day being entertained by T. H. Leonard, John M. Johnson, Edward T. Burdge, Edward Hooper, Thomas Leonard, N. H. Roberts, Sr., and families of many other pioneers. Capt. Thomas Johnson also assisted in the entertainment of the guests with one of his famous clambakes.

"The following season Mr. Emery brought Rev. James E. Lake and Rev. Simon W. Lake to Bay View that they might see the great possibilities in the direction of a camp meeting association here. This resulted in the organization of such a body on March 1, 1881. In the following year the deceased was spiritually and financially identified with the best interests of the town.

"In connection with his interests at Bay View, Mr. Emery was engaged in religious work at Highlands. He was the principal factor in the organization of the Meth-

odist Church there. He was the first pastor and built the church at Seaside. Mr. Emery continued as pastor there until the M. E. conference appointed a regular clergyman. In the discharge of this duty, great self-sacrifice on his part was required. Often he was obliged in very stormy weather to walk back and forth to Highlands in order to fill his appointments.

"Mr. Emery was actively engaged in contracting and building for many years. He assisted in the construction of the auditorium and tabernacle on Bay View Avenue, later called the Octagon, which was destroyed by fire a few years ago. This building was built for the use of the Camp Meeting Association. He also constructed some of the finest residences in Atlantic Highlands. After the Atlantic Highlands Association had dissolved, Mr. Emery built a boat house on the shore near Many Mind Creek and for many years he was actively engaged in the construction of all kinds of boats. He was always known as an honest and reliable contractor and builder."

WILLIAM A. GEHLHAUS IN A NEW COMPANY.

\$1,000,000 Paid-Up Capital in Brick and Other Clay Products Company.

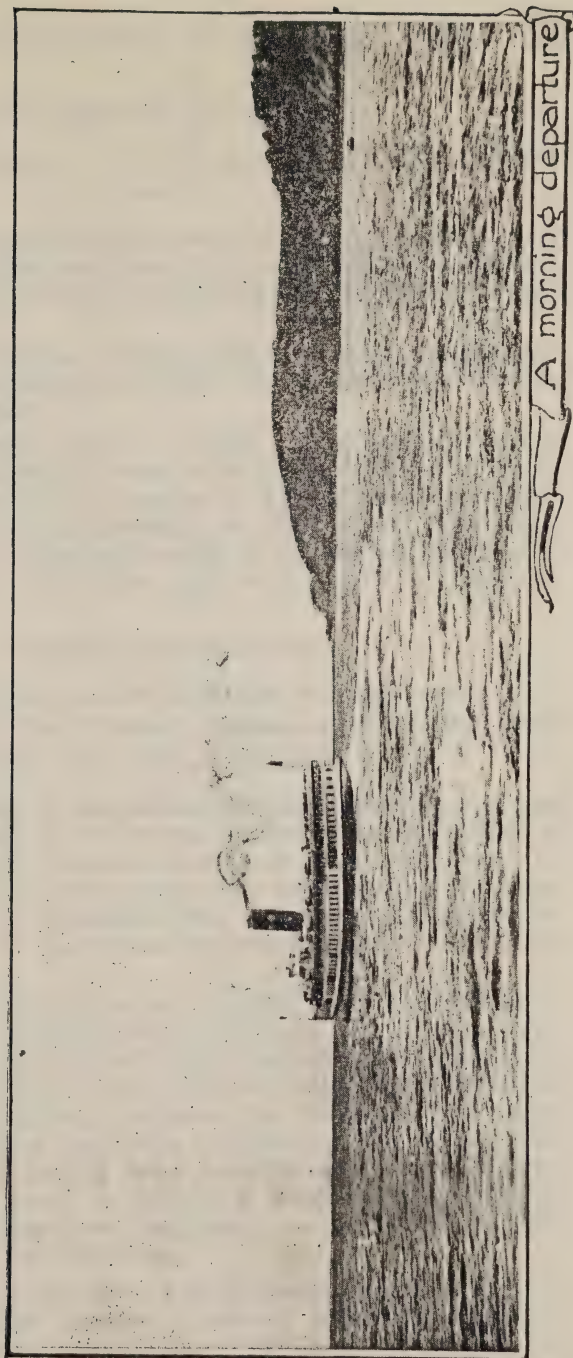
"Messrs. William Sandlass of Highland Beach, John T. Hettrick of New York and William A. Gehlhaus of Atlantic Highlands, have organized a stock company to manufacture brick and other clay products and cement.

"The company is incorporated with an authorized capital stock of \$125,000 with a paid-up capital of \$1,000,000. The incorporators also include O. F. Gehlhaus, a brother of W. A. Gehlhaus, and they completed the details of organizing and began operation last week. This company has already taken a lease upon the Gehlhaus brick yard at Cliffwood, which had an annual capacity of not less than ten million brick under its old output. The new company will install modern methods and increase the capacity materially.

"O. F. Gehlhaus is president, John T. Hettrick, treasurer, William Sandlass, vice-president and W. A. Gehlhaus, secretary. These men are the board of directors of the new company, and they are in a position to command a large sale at the output. An order for three million brick has already been received since the company was incorporated. Counselor C. R. Snyder of Atlantic Highlands had charge of the legal work for the company and incorporation."



See page 642



See page 644

THE TROLLEY FRANCHISE.

Hearing Will Be Held on the 23d—Application Before Highlands Council.

"The application of the Jersey Central Traction Company, for a franchise was presented to the Mayor and Council last Saturday evening at a special meeting held for that purpose.

"A special meeting will be held at Atlantic Highlands, on Wednesday, January 23, 1908, when action will be taken on the application.

"The route asked for is to begin on the western end of Valley Drive to First Avenue and down First Avenue to the pier, then back First Avenue to Valley Drive, and continuing on down to the borough of Highlands. The company also has an application for a franchise before the Highlands Council, and the application will be held on January 14th."

TROLLEY FRANCHISES.

Granted by Both Atlantic Highlands and Highlands.

Traction Company Before Township Committee Today—Will Build Extra Spur Through Highlands.

"At a meeting of the Atlantic Highlands Mayor and Council last Friday, G. I. Brown, general superintendent of the Jersey Central Traction Company, was introduced by Lawyer Charles R. Snyder, who also represented the company. The trolley ordinance was taken up and after discussion it passed its third reading and was approved by the Mayor.

"Before the ordinance was passed a number of questions were asked both by the Councilmen and citizens present. Mr. Brown was asked if his company would not pave the streets, especially First Avenue, with vitrified brick, instead of macadamizing between the tracks and two feet each side as provided for in the ordinance. Mr. Brown stated they were only asking for a twenty-year franchise, and at the end of that term the company would be at the mercy of the borough, therefore they could not afford to furnish a brick pavement at this time.

"An objection was raised to a clause in the ordinance which did not allow another company to construct tracks within twelve feet of the Jersey Traction Company's, but the objection was withdrawn when the Superintendent stated they would allow any other company to use their

tracks provided the other company would pay part of the cost of construction and part of the cost of maintenance.

"It was also stated that the company hoped to have cars running by the first of July, and that as soon as the right-of-way was secured they would start to work on the construction and would run through cars from South Amboy to Highlands with a spur from Belford to Red Bank.

"The Mayor and Council of the Borough of Highlands passed an ordinance granting the company a franchise in that borough Monday evening. As published previously the plans of the company is to construct their tracks on the hill at a point near the railroad station. At the meeting of the Mayor and Council they requested an additional line from that point through the borough to a point near the Water Witch Station. The officials of the Traction Company agreed to construct a track over that route provided the Council would grant them a franchise without binding them to continue to operate cars. In other words allowing them to discontinue the cars over that route during the winter in case it did not pay.

"The Highlands Mayor and Council also passed resolutions asking the County Commissioners and the Township Committee to grant the company franchises.

"The Traction Company made application for a franchise between Belford and the Borough of Highlands of the Township Committee this afternoon. As it is mostly crossing roads and constructing poles and wires it is not anticipated there will be much trouble in securing franchises both from the county and township."

EXTENSION TO SCHOOL HOUSE.

Contract Will Be Awarded to L. S. Foster.

"Bids for the addition to the borough school house were opened by the Board of Education on Monday evening. As stated before, the first bids were beyond the application and it was necessary to change the plans and advertise for new bids.

"There were only three bidders on the last plans and of these L. S. Foster was the lowest, his bid being \$9,535. Frank Johnson was the next bidder, his bid being \$9,635. C. W. Miller was the highest with a bid of \$9,800.

"The Board will have a meeting this evening and if word is received that the plans have been approved by the State Board of Education, the contract will be awarded to Mr. Foster.

"Although there is more floor space in the new plans nearly \$2,000 will be saved over the first plans."

VALLEY DRIVE TO BE CURBED.

Council Passed Resolution to Have Street Cleaned.

"The local Councilmen held a short session on Tuesday evening. A resolution was passed compelling the property owners on both sides of Valley Drive from First Avenue to Central Avenue, and on Seventh from Valley Drive to Asbury Avenue, to curb their property.

"A resolution was also adopted requesting the chairman of the street committee to have First Avenue cleaned up of paper and rubbish before seven o'clock on each morning."

STEAMER WM. V. WILSON BURNED.

Old Sidewheel Steamer Burned at Port Monmouth Sunday.

Members of Crew Obligated to Jump Overboard and Swim Ashore—

Large Quantity of Freight Destroyed.

"The sidewheel steamer William V. Wilson, which plied between Port Monmouth and New York for nearly thirty years, was burned at her dock at Port Monmouth Sunday morning shortly after midnight. The old boat burned to the water's edge and sank in the channel fifteen feet from the dock. A large quantity of freight on board was destroyed.

"The flames were discovered by Vernon S. Vail, who owns the fish factory at Port Monmouth. He came home by the last trolley and shortly after reaching his house he noticed the fire. Hastening to the dock he aroused the crew, who were sleeping on board, by shouting and pounding on the pier. He could not get on board as the gang-plank had been drawn in. Finally all were aroused and jumping overboard, they swam ashore. They lost all their clothing but escaped injury.

"By this time the steamer was ablaze from stem to stern. The blaze was seen for miles around and farmers for a great distance came to see where the fire was. Armed with axes and buckets they endeavored to extinguish the blaze on the dock which had by this time caught fire. One shed on the pier was destroyed, but another, filled with a quantity of valuable freight, was saved through the efforts of the volunteers. Finally the fire on the pier was extinguished, but the Wilson burned completely to the water's edge before she sank in the channel.

"How the fire started is not known. It is believed however, that some of the freight was piled too close to the

smokestack and that either a spark from the furnace or the heat from contact with the smokestack ignited one of the barrels and that the flames then spread with great rapidity. By the time the fire was discovered, the vessel was a veritable furnace and the crew, when they went to get off the land side of the boat, found escape cut off. They were obliged to jump off the side furthest from shore and then swim in.

"In the hold of the burned steamer and on her decks there were great piles of freight, including crates of strawberries, barrels of cantaloupes, and quantities of farm truck from the numerous farms around Port Monmouth. There was not a cent of insurance on this cargo and so it is a total loss. The steamer was loaded, according to custom, on Saturday night and was to have sailed Sunday afternoon for New York.

"The captain of the boat, Thomas W. Collins, did not sleep on board the boat, but was at his home. He had chartered the boat from the owners, the Monmouth Steamboat Company, for this season and for the season of 1908. The engineer of the boat was Cornelius Collins, and the sailing master was John Seeley. The night watchman, "Block" Ludlow, who was paid to see that she was safe, was asleep and was the most difficult of those on board to arouse.

"The William V. Wilson was built on the Keyport ways by James Wilson in 1880 and cost \$30,000. A corporation, of which the Rev. William V. Wilson, D. D., was the head, had her built and she was named after him, one of New Monmouth's most eminent citizens, still active at the age of 96. He is at present director of several banks, trustee of Peddie Institute, at Hightstown, and interested in the Baptist Church.

"The 'Wilson' was the last of a long line of old boats that have plied between New York and Port Monmouth. Even in the days before the Civil War, a number of farmers in the vicinity had organized a mutual protective and co-operative company and they built a number of schooners and other sailing craft to carry their produce to the city.

"The officers of the Monmouth Steamboat Co., the owners of the boat, are as follows: President, John G. Schenck; vice-president, D. E. Mahoney; treasurer, C. Ackerson, all of Keyport; secretary, Charles R. Snyder of Atlantic Highlands. Directors: John H. Willey, Christian Hensen and Asbury Fountain."

TROLLEY PLAN CHANGED.

To Use Railroad Tracks Instead of Valley Drive Route.

Will Probably Run From First Avenue to Stone Church on C. R. R.
Tracks.

"The work of building the trolley between Belford and here is rapidly nearing completion. The grading for the trolley road is finished as far as Valley Drive now and the work of laying the rails and placing the poles is progressing very fast. The rails are already laid to B. Mills' Hill.

"The trolley company has suddenly abandoned the route as first laid out—namely to come down Valley Drive. The company, from all indications, has leased the Stone Church branch of the Central Railroad for a term of years. The trolley will probably connect with the railroad near First Avenue and run on their rails to Stone Church. Poles are being carted alongside of the railroad tracks and the general opinion is that the trolley will use the track.

"The Stone Church branch of the Central Railroad has not been a paying proposition since it was built and the railroad company is probably glad to abandon the road and let the trolley be a "feeder" for its boats. In fact the general opinion is that the Jersey Central Traction Company and the Central Railroad of New Jersey are practically the same concern.

"By Saturday night the Monmouth Contracting Company, who is doing the work, expect to have the rails laid as far as the Leonard Avenue station. The company expect to have the road entirely completed and ready for operation to Atlantic Highlands by Saturday, July 20th."

CHAPTER LXIX.

LECTURE DELIVERED BEFORE THE Y. M. C. A.
APRIL 22, 1908.

By Mr. William M. Foster.

"One morning in the spring of 1879, I was on my way to Washington Market, N. Y., when on West Street I met James H. Leonard who, in coming up to me said, You are just the man I was looking for. We have built a dock at Brown's Landing and are now running a steamboat there, the Thomas Collier, and we want you to come there and start a hotel. I thought at the time it was a queer proposition. He said we are now calling the place Bay View. I rather smiled and told him it required money to go into the hotel business, he answered it would not require much there, which future events proved true. After talking awhile we made an appointment and he called on me at Crooke's Hotel to name the day. I promised him I would come down and look the land over. I did not come to see him that summer, as I was engaged in another enterprise, but in the fall of 1879 I made my first trip here with John E. and my two other boys. After going over the grounds and viewing the landscape o'er, my impression was that with proper management there was a great future for this place, and I have not changed my mind since. I shall never forget that visit. To get here we left Port Monmouth about 2 o'clock in the morning, coming down in a pound boat with my brother. All the boys were sea sick and rather disgusted with any proposition to move here. Coming on shore we were told we could get a good breakfast over to Sharts, who kept a store, now called Leslie's. We walked across the meadows and ordered our breakfast, consisting of crackers, cheese and canned corned beef with a good supply of rain water thrown in. Now that for a breakfast after an all night trip was not just what we were accustomed to. Mr. T. H. Leonard came over there and told us, just as soon as the steamer arrives I will get you some coffee. We went back to the dock and the steward gave us a good breakfast that put myself and the boys in better humor.

"In the fall of 1879 Mr. T. H. Leonard called on me and made me this offer, if you will come to Bay View and help us you can select any site you please and in any part

of the hills to start with. I thought the matter over for some time then made my second trip and after looking over the ground we decided to locate at the end of the dock; the spot selected was then used as a coal yard. I was to build a pavilion and restaurant and to go into the excursion business, and Mr. T. H. Leonard was to give me the selling of his real estate, as Mr. Leonard was selling only his own property at that time. I then returned to New York to advertise the place as an excursion place and made arrangements to commence in April to improve the property. I got out my circulars for the excursion business and sent them to every church and society I could find in New York City and met with great success. On my first trip in 1879, it was only a short dock and the boat ran as a tide boat. On the 19th of April, 1880, and a beautiful Sunday morning, I arrived here with a schooner load of furniture and on Monday we commenced to unload and carted the goods to the shore. The neighbors were kind and sent their teams without any cost to me. We stored the goods in T. H. Leonard's barn, standing where Thomas Jennings's house now stands.

"Our first citizens then were, Mr. E. Hooper and family, Thomas H. Leonard and family, N. H. Roberts, Sr., and family, John Sharts and wife, Peter Moller and wife, J. H. Leonard and family, James Martin and family, and Jacob Swan and family.

"Our dwelling and my real estate office, was an office 8x10 called the coal office. I commenced to build on Tuesday, Thomas Skidmore was the builder, Edward Swan, the painter, and Nimrod M. Woodward, the mason. The building consisted of dining room 16x60, a kitchen and small parlor, 4 bedrooms and a dancing pavilion, 30x100. The bath houses were my main stay, as bathers used them in the day time and my boarders slept in them at night, and fortunately, I had no grumbling about the accommodations. The bedrooms and roofs were covered with paper, both leaked when it rained and my guests had to sleep with their umbrellas over their heads to keep dry. You may ask why did they stay, I could not tell then and will not answer now. We had from 20 to 50 boarders all summer; small dinner parties on the arrival of every boat, as we made a specialty of sea food dinners. Clams and fish were cheap then, and we had no fish dealers. We had excursions nearly every day, with moonlight excursions and parties nearly every night. The Bay View house was also open in July of the same year and that also was filled with boarders, and it was a common occurrence on Sunday to see 50 carriages

tied to the fences along the road way which is now First Avenue. That was the beginning of the history of this town.

"In the fall of that year, 1880, the Sunday school of the Seabright M. E. Church came here through Mr. Robert Emery, the pastor was James E. Lake; they spent the day in the Grove on the same property where Mrs. Alexander now lives. At that time there was quite a large grove, now washed away, with tables and seats to accommodate 150. They were so pleased with the place at that time that the Camp Meeting Association was conceived, they went back as the patriarchs of old and gave a good report of the promised land.

"I did not expect to stay here in the winter but was to return to New York and my family was to go up home to Port Monmouth. John J. Leonard built his house where the Dolby block now stands. That fall the Garfield and Hancock campaign was then on, and my house then became headquarters for all meetings, political, religious and social, and fate ordered that I should remain here. That year, 1880, we had 22 excursions from New York and Brooklyn, all coming here by boat and everyone coming here was well satisfied and many of them returned several times since. We had a large Fourth of July celebration that year, with a full band of music and dancing. It came on to rain, and it rained like a deluge and the place filled with people. They had the choice to sit out under the porches or in the house with their umbrellas. Our post office was a branch of Leonardville, our nearest railroad station was Middletown, the school at Leonardo in the building now called Solomon's Temple. First Avenue was a road 50 feet wide, the road to Leonardville was Washington Avenue. At that time we were proud of our city.

"The winter of 1880 and the spring of 1881 was a very severe one, but we came out all right. Among the many visitors as you will see by the hotel register were Mr. and Mrs. Murray, F. M. Gillett and wife, Mr. and Mrs. O. Lohsen, Dr. J. P. Jones, the specialist, and family, Gen. Hancock, Gen. Veeley, Governor Werts, Mr. T. H. Patterson and our worthy ex-Councilman Franklin Patterson, who then had aspirations to be Mayor of the town and has not gotten over it since. I must not forget here Professor Bentley and mother, as he has played a very great share to its history and the success of the place. The most of these whom I mention are now the pioneers.

"The farmers supported the steamboat, and through

that summer it was a very busy place. Our lumber yard at that time was a very small affair.

"In the early spring of 1881 one day I saw a body of gentlemen walking over the grounds headed by T. H. Leonard and the Seabright Pastor James E. Lake. I met Mr. Leonard and I was surprised to see how he had swelled with importance. He told me great things were going to happen and that these men were looking for a camp meeting ground on a scale that would throw Ocean Grove out of business. In a few days they came again with a large force of Methodist ministers and laymen. They had a meeting at Mr. Leonard's house and there the sale of the land was made, and the camp meeting ground talked over. In a short time they met again and formed the Atlantic Highlands Camp Meeting Association. I was greatly surprised when I met these gentlemen to find an old acquaintance I had made in South Jersey several years before and who was none other than S. T. Champion, the lightning rod man. At that meeting James E. Lake was elected president, Thomas Leonard, Sr., treasurer, and S. T. Champion, secretary. The first purchase was Mr. Leonard's, Sr., farm and all of Hooper's farm, 150 acres, after that Roberts', Woodward's and Patterson's farms were added, about 350 acres. The name was changed to my great disgust from Bay View to Atlantic Highlands. I thought it was a mistake then and think so now. Real estate men, speculators and adventurers came here, and a new and strange life rooted out and buried the old and in fact at this time we had a little bit of all kinds; as I said before my business was real estate and excursion business. In the real estate business I succeeded T. H. Leonard.

"Early in the spring of 1881 and just after the Association organized, John C. Nobles came here and opened a real estate office with P. Y. Everett, and also established the Atlantic Highlands Herald, the first issue was June, 1881. Mr. Nobles being a hustler and live man, certainly as one of the first promoters, deserves to be honorably mentioned. I then had an understanding with Nobles & Co. for me to give them my real estate business and they would give me all their trade in the hotel. Mr. Rogers moved here the same year, in April. Surely the pioneers will never forget of the first year of the Atlantic Highlands Association. I have given you from memory from 1880 to 1881. I have no doubt left many things out that would interest you, but as I have so much to tell you and such little time to do it in, I will have to go on.

"After June, 1881, I will give you both from memory

and the Atlantic Highlands Herald. The Camp Meeting Association was organized February 11, 1881. The first officers I have mentioned before. The Board of Directors were the Hon. John J. Gardner, the Hon. John Garretson, and the Hon. H. W. Murphy, Revs. J. B. Faulk, S. W. Lake, S. L. Baldwin, J. M. King, J. M. Philips and Robert Emery. In their charter there was to be no liquor, no card playing, no dancing, and no Sunday boats, and these rules were rigidly enforced, so you can see we were compelled to be a very steady class of citizens. The steamer Thomas Collier was sold, and the steamer Marion was put on in her place, James H. Leonard was made Captain and Peter S. Conover, Clerk. The Association established a charge for the picnic grounds of \$10. The first religious service was held at Foster's Pavilion June 19th, 1881. As we were all Christians then, and not given over to creed, it was union service by both Baptists and Methodists. The association had a large force of men opening up the grounds. The boarding houses at this season were Foster's, Bay View and Rogers which was the Theo. Davis house on 3rd Avenue. J. C. Nobles had his real estate and insurance office in his new building the Herald, also the association had their headquarters there. The first camp meeting was held August 2nd, Bishop Harris presiding. There were 125 tents, the camp meeting ground was the amphitheatre in back of Foster's, next to Ballin's cottage.

"Among the many improvements, we had the town illuminated by street lights, I think there were seven of them. Jacob T. Stout had a restaurant on the camp meeting grounds where Mr. Jansen's cottage now stands. The Everett house stood where Krause's house stands now, but on Sundays they still held meetings at the Grove or Foster's. T. T. Rogers and family moved here in April of that year. One of the rules of the association, was that no building should be nearer the street than 10 feet, the side lines should be 4 feet. We also had a steam ferryboat running here, the Burdell. She was advertised as the fast and commodious steamer Burdell. I know she was fast when at the dock, and failed to see the commodious part of it. One time on a perfectly calm day coming from Sandy Hook we met a colored clammer Frank Johnson, who some of you used to know very well. Our captain offered to give him a tow. He looked at us a moment and told us to go on as he was in a hurry. When we got on board of this commodious boat we were sure of one of two things, either to get nowhere or to get to the bottom. We also had another ferryboat called the Raritanna, that ran to the Highlands

as a ferryboat. She started from here and must be going yet, as we have never heard from her since. We now thought we should have a post office and P. Y. Everett applied for it. To get here by rail, you came by stage or got out and walked part of the way from Middletown. We also had a grand Fourth of July celebration that year, such I'm sure we have never had since. We had music, fireworks, and crowds of people and had no trouble to raise the money to pay for it as the people were of one accord. As I have said, the first camp meeting was held August 2nd, and you would be surprised to see the interest and the crowds of people that were here on the grounds at that time. After the first sale of lots of the association, S. B. Downes, Joseph Downes, S. T. White, Dr. Van Mater, Capt. Babbington, Thomas J. Roberts, and Curtis J. Tallman all commenced to build.

"I must not forget the Grand View, Mr. Emery and S. T. Champion. The Hubbard tract, formerly the James H. Leonard farm, was bought and laid out by J. C. Nobles and Co. Mr. Nobles had moved here now and had become a permanent resident, also P. Y. Everett. The first private school was established with Miss May Rogers, now Mrs. Oliver, as teacher; she had 14 scholars and two dogs, Shepp and Tray, in attendance. In the fall Mr. T. Rogers with Mr. Wm. T. Franklin bought the stage route between here and Middletown; Charles Morlatt was the driver. We also had a railroad survey by the Pennsylvania R. R. Co., and the railroad was to run across near where Valley Drive is now. The depot was to be near where Robert Couch's house now stands on Central Avenue. In the spring of '82 Burdge Bros. opened their new store on Bay Avenue where Mr. Little's place is now. Roberts Bros. opened a store on Bay View Avenue, next to where the Lockwood house is. Mr. Mackey bought and built a meat market on First Avenue. At the annual conference of the M. E. Church in '82 there was an application sent to it, with a request that a church be formed here and that Rev. James E. Lake be appointed its pastor, which was granted. The first regular organization of the church was held at Foster's Hotel March 26th, 1882. Rogers & Franklin opened their livery where Snedeker's building now stands. Dr. Fay came here and opened an office in Foster's Pavilion and also Thomas Martin opened a barber shop in the same place. The commission of the first post office arrived April 6th, with P. Y. Everett as postmaster. The city was now booming, we had two livery stables, Stout & Conover, and Rogers & Franklin, two real estate offices, J. C. Nobles and Wm. M. Foster &

Co., two doctors, Van Mater and Fay, two stores, Roberts and Burdge, also a Sunday school with S. T. Champion, Superintendent. Stout and Conover built their stable on Center Avenue as a sale and livery stable. P. H. Packer had a plumbing store and Leonard Bros. had a hardware store. Robert Emery moved here that year, and built the Emery cottage. A meeting was held in John C. Nobles' office in reference to laying out a system of lakes, so you see we had lake on the brain then as well as now, and the lake question is not a new one by twenty years.

"On March 30th, the new M. E. Church was organized as I said before, and held their meetings in Foster's Hotel. The corner stone of the new M. E. Church was laid December 23rd, 1882. The first fire company called the Everett Hook and Ladder Company was organized September, 1882. Wm. M. Foster was its first president, and Dr. J. H. Van Mater its foreman. I will now pass to 1883.

"In the spring the new fire apparatus arrived, brought here by the steamer Kilvonkul and housed in the building in the rear of J. M. Quackenbush's store on Center Avenue. The Jesse Hoyt was running then at Sandy Hook. The first fire occurred on February 9th, when all the buildings of Foster's were burnt. At that time we had a Young Men's Literary Society, a Musical Society and a General Society. Of the Young Men's Literary Society, John E. Foster was President and Wm. J. Leonard the Secretary, that was the time when the lamb and the lion lie down together. S. T. Bloodgood built his livery stable where it now stands and Harry White's billiard room where Bailey is now. Mrs. Pope's cottage was built, also the Grand View Hotel finished at that time. The M. E. Church was dedicated on December 24th. On April 5th, Rogers and Franklin dissolved partnership on account of Mr. Rogers' health and Mr. Rogers opened his real estate business. The new truck house on Center Avenue was formally opened and dedicated with a large reception, at the same time the town was organized in fire districts. On April 19th, the new railroad was organized in J. S. Applegate's office in Red Bank. The cost was to be \$40,000 when completed in July. July 5th, the new railroad was opened and what a day. It was estimated 5,000 people were on the ground. Keyport did not then and has not since favored a railroad enterprise here. On July 24th, the celebrated tornado came and knocked the town to pieces, every house in town was more or less damaged, and 11 were unroofed and 3 knocked to pieces. Among the many new enterprises, the new school was built, which was burnt some time ago. The Baptist

Church and Avenue D, the Windsor Hotel and ice cream parlor were built and opened by Miss Thorns. Foster's Pavilion and excursion place was built where Dr. Brown lives, also a small dock was built there for a boat landing. And among the many other improvements that were sadly needed, was an undertaking establishment, by William H. Posten. On November 15th, a meeting was called to make some arrangements to dredge out and dike Many Mind Creek as a place for boats. And this was to be in connection with a system of lakes from Jackson's bridge down. I also forgot to mention, that we had a train service now, a train out in the morning and one back at night. The depot then is the freight station now.

"About the first of October a meeting was held in the Herald building to formulate plans to organize the borough in connection with the Atlantic Highlands Association. Dr. Nobles was appointed a committee to report on a plan to organize the same. There was so much opposition to it on account of the great burden of taxes that the subject was dropped for a while. It was asleep but was easily awakened. The principal opposition was made by the Association and the universal cry was taxation! taxation!

"In closing 1882 and 1883, I must mention Leonard's hall, now Conover feed store; the opening of the new school house with Miss Everett as teacher. We also had one lawyer, Charles Dorrance of Freehold, to locate. But on account of our great love, one for another, and peacefulness, the poor fellow left in disgust, but we now boast of six, and apparently all are doing well. Also Clark's or Johnson's drug store on Third Avenue, in the house that Mr. Hilton now occupied. I read to you the printed slip from the Herald of 1883, the different societies.

"We come now in haste to 1884; James H. Leonard was postmaster with the post office where Conover's feed store now is; T. T. Rogers sold out his livery business to Franklin and started his real estate business. J. C. Nobles started a bluing factory on the premises now owned by Col. Benson, and Roberts Bros. opened a dry goods store in connection with their grocery, in what was called Roberts' Flats, this side of the Lockwood House. P. S. Conover was the assistant postmaster, and was charged with reading all postal cards that came through the office—as all postmasters do even to the present day.

"On September 13th a meeting was held at D. L. Conover's house to agitate the question of a form of borough government. H. B. Zebley was chairman and William Roberts, secretary. This was about the commencement of "the

same old gang." We could get no satisfaction from the Association. Our streets, what there were of them, were growing up with weeds. There was no curbing, and it seemed as if the Association was here to make money and nothing else. As soon as the report of this meeting got out, it raised quite a storm and the banner with the "Excessive Taxation" was again flung to the breeze.

"A little while after, another meeting was called as a Citizens' Mass Meeting, held in Leonard's Hall. James H. Leonard was chairman, Wm. M. Roberts was secretary. It was rather a spirited meeting, language was used by the "no-improvement" contingent that would hardly be appropriate for a Sunday morning sermon. The meeting virtually broke up in a row. We found that the town was nearly divided on the question. There were many who held stock in the Association who were in favor of the borough, but the president and officers and what members of the directors there were resident here, were bitterly opposed to it. Business was stagnant, house building had ceased, real estate at a standstill, about the same as now.

"I take more time in the history of the formation of the borough, as I think it was one of the most important parts of our history. I will try to give the cause which led up to its formation. A New York party bought a plot of 38 lots, also several shares of the Association. After he bought these lots the Association levied and assessed a tax on this property with several others. This party paid his assessment. I, being interested in the lots, and being told of this assessment being made, inquired into the matter and found to my surprise that only a small portion of the lot owners had been assessed. In talking over the matter with this party, he called John E. Foster, who then had just been admitted to the bar, and requested him to look into the matter, as it was a clear case of taxation without any representation, and a favoring of the many against the few. Another meeting was called in Leonard's Hall and resolution was passed and money raised to pay expenses to incorporate a borough. Proceedings were commenced immediately and the borough's name was the Board of Commissioners of the Borough Commission of Atlantic Highlands. John P. Stockton and Applegate and Hope were solicitors for State on the quo warranto proceedings. William Pintard and John E. Foster were the solicitors for the respondent. The Association was defeated and the borough was formed. This was in 1887. In 1888 the election was called and the following was the ticket: T. H. Leonard, Chief Commissioner; Wm. T. Franklin, Geo.

Mackey, Edward Hooper, N. H. Roberts and William B. Savidge were the Commissioners. The amount to be raised was \$500. A large figure to howl over. The ticket was elected and then for a time! The Supreme Court held that they were duly elected. I must call your attention as to how the money was used by this extravagant Board of Commissioners. Printing the ordinances cost \$20; street lamps, \$157.50; lamp posts, \$9; dressing the lamp posts, \$5.00; putting up lamps, \$8.25; oil room for storage, \$2.91; stepladders, \$2.13; raising Center Avenue, \$157.50; raising Highlands Avenue, \$50; retaining fee, \$50; brief, \$24.50; total, \$487.19. It was said at the time that these Commissioners were grafters and were making lots of money off the borough. That cry is red hot yet. These Commissioners worked without pay just as they do to-day and I am sure none of them are rich from it yet.

"The first secret society organized in the town was The Sons of Temperance. A Republican Club was formed here in this year. J. E. Foster was president, W. J. Leonard, vice-president. Ella S. Leonard bought the Herald from the Everetts. The firm of Leonard & Lingle, two ladies, was formed, to conduct the paper.

"I want to go back for a moment to 1885. The town was dead and some of us thought beyond resurrection, building had stopped, carpenters and masons were moving away, houses were empty, merchants had no sale for their goods, surely the Atlantic Highlands was in a bad condition, but as soon as the borough was formed and we got in working order, building commenced, lots were sold, our streets were cleaned up, people began to clean up their back yards, lamps were lit and general prosperity set in, some called it a boom, and for many years the success of the borough seemed to be assured. It was found that after three or four years the present form of the borough government was not satisfactory and as a new law being passed by the Legislature codifying all the laws that had been passed previously, a meeting was held and a petition authorized, asking for a re-organization of the borough which was done August 13th, 1891, and was the same as we are living under to-day. The judges of that election were, Edw. Hooper, and J. B. Swan, and William Roberts was the clerk. All the officers gave their services and the only paid officer was the Marshall, which was \$15, but yet the cry went out the same as to-day, that they were grafters, grafters, grafters. The second year of the borough government they had \$1,185.85. The principal promoters of all these improvements and interests which I must mention to make history complete, were John E. Foster, T. H. Leonard,

Peter S. Conover, D. Lane Conover, George Mackey, N. H. Roberts and J. T. Stout, who was the only one who ever received any commission for his services, which I think was \$300 a year.

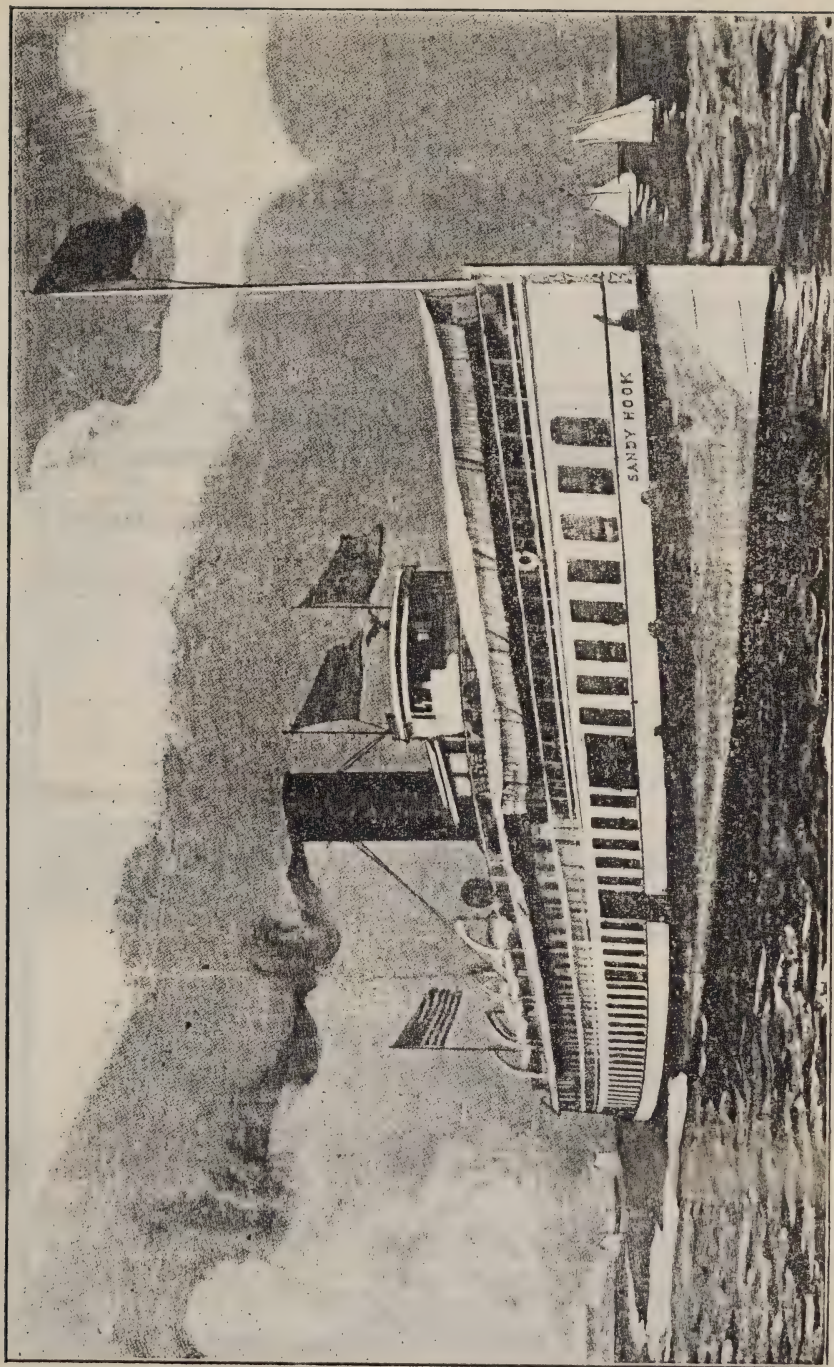
"There has been much said about what the Association has done for the borough. To my knowledge, and I have every opportunity to know, the Atlantic Highlands Camp Meeting Association has never done anything for the borough. You cannot show me the first foot of land in the way of parks or even a lake that is open to-day as a gift to the people. There was one time a sale on the bluff in front of Bay View station, and at that sale there was a plot of land to be given for the use of the people; myself as auctioneer was authorized to read this to the people and those purchasing lots. There is to be a 50 foot reservation in front of all lots sold this day on the bluff, with a guarantee from the Association never to obstruct or allow it to be obstructed. Afterwards this was taken away from the people and sold to its president, and that was the only piece of land that the borough ever owned for public purposes. The amphitheatre was also to be reserved, but afterwards was also sold. I used to hear very often what the Association was going to do and I remember one time at a public meeting when one of its members said, Brother, what we have we will now give to the Lord. A big crow in a tree along side of the building yelled, caw, caw, caw, he knew the man better than I did. I think the crow meant naw, naw, naw, and to-day there is not one public piece of ground where a weary stranger can put his foot.

"Among the many improvements made here and business enterprises, was the Building and Loan Association which is perhaps one of the best in the State, also the Edwards Dredging Co., which put lots of money in the town, and many others which I have not time to mention to-night.

"I wish I had time to give you many items that I am sure would interest you more so than what I have given you, as my paper must become tiresome.

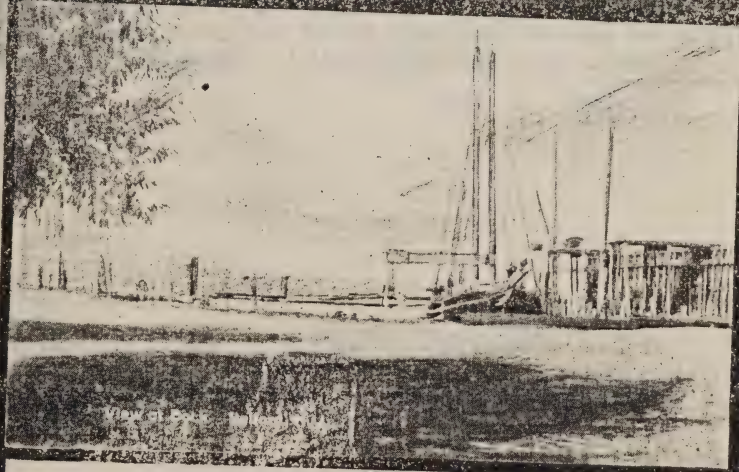
"In closing I want to give honor to two or three men, one in particular the Hon. Thomas H. Leonard, and I may say there is no man in the town who has given more time, more attention, and spent more money than he has, working for the public good and for the many, and to-day we all say 'well done, good and faithful.'

"There is another one I want to mention, and he is Percy Falkinburg, a young man brought up in this place, and who died I think a martyr. There are many others that deserve honorable mention, who have been public-



STEAMBOAT SANDY HOOK.

See page 644



THREE VIEWS IN BELFORD.

spirited, and have done perhaps all that they could and perhaps will be rewarded by going up higher, also the present Mayor, who I am sure has the welfare of the town at heart.

"I also mention those who have been at the head of the government as Mayors, T. H. Leonard, John E. Foster, Jacob T. Stout, Peter S. Conover, Wm. M. Roberts and Dr. J. H. Van Mater.

"I have here to show you, two photographs of places, that were perhaps as well known at the time as any place in New Jersey, also my hotel register, the firemen's roll of the Everett Hook and Ladder Company, the bill of the Steamboat Company, our first circulars, etc.

"You see I have only taken up the first eleven years of the town's history; the balance the most of you know.

"Hoping I have not bored you, and hoping for a just criticism on my paper. I thank you for your attention.

WM. M. FOSTER."

CHAPTER LXX.

1908 AND 1909.

THE ENTRY OF THE FIRST ELECTRIC CAR.

"The Journal" of August 13, 1908, recorded the entry of the first electric car, resulting from the contract of the Central Railroad of New Jersey with the Jersey Central Traction Company, whereby the latter obtained the use of the Stone Church branch of their system. This was, in part, the long-wished for and the final entry of the electric railroad in our community.

About thirteen years previous to this Dr. Russel G. Andrews secured the right-of-way from the Navesink Bridge through Locust Point and Navesink to Atlantic Highlands. The trolley people's plan was to come down First Avenue to Bay Avenue, cross over to the foot of Avenue A, and there build a wharf (where the present Mandaly Wharf now is located). The effort was a failure from the fact that they could not get the right-of-way over the Navesink Bridge Draw. The use of the electric road was deferred for the above stated time.

All efforts failed and precious time was expended, while the Trolley Company had the means to carry out their plans successfully. But such is life. The knowledge and experience of municipalities and their governing bodies, at the present time, would cause them to grant privileges, for the public welfare, which in those early days to them, seemed unwise.

An effort was finally made to get from Amboy to the ocean, and we soon became aware of the fact that the Trolley Company had the right-of-way and tracks of the Stone Church branch of the Central Railroad of New Jersey, from Leonardville to the Stone Church, thereby avoiding any conditions from the borough. This was a great surprise to the town, which had grown to feel, that about any conditions they might ask for the use of our roadways, would have to be accepted.

The right-of-way was located on the southerly line of borough and about one-half mile from the business center of the town. "What shall we do?" was the question asked. The Trolley Company felt sure of the travel anyway, and why should they build a loop in town at great expense? They doubtless thought it would be good for our health

to walk that distance. After a prolonged effort, covering the greater part of a year, the writer induced the General Manager and Vice-President, Mr. George S. Brown, of the Trolley Company, to make an appointment at his office at Atlantic Highlands.

As Mr. William Gehlhaus and the writer had been of great assistance to him in getting the right-of-way for him down the Leonardville Road, he doubtless felt under obligations to us, sufficient, perhaps, to admit of one interview at least.

He came down from his Keyport office in his automobile and stopped in front of my office. He came in saying, "Well, what do you want?" "Just a moment," said I and went to the telephone. Mr. Brown excused himself while he went out to get a cigar. He soon came back and much to his surprise the office was filled with prominent townsmen, "cocked and primed," to read Mr. Brown the "riot act," on the line of a proposed loop, at least, in the town. We might say at this point the trolley people had about given up the idea of giving us this accommodation.

The company in the office, so suddenly made up, consisted of such gentlemen as the following: William Gehlhaus, Charles R. Snyder, James P. Hopping, William H. Posten, William B. Smith, Peter S. Conover, William M. Roberts, Lewis S. Sculthorp and the writer. We had a very friendly talk of about one hour's duration. The conversation was very earnest and to the point on both sides. Finally Mr. Brown sprang to his feet and to the telephone and called up the main office at Keyport and said, "Tell the boys to get ready to lay the tracks into Atlantic Highlands on Monday morning," and the thing was done.

"From Indian Trail to Electric Rail."

Now the electric cars pass and repass, where the Indian trails once ran.

The space of three hundred years, from 1609 to 1909, has been covered.

THE MONMOUTH SHORE.

The Gateway of the Future.
From Cornfields to Cottages.
From Cottages to Communities.
Communities and Capitalists.

AN APPENDIX.

So much has occurred since our time limit of three hundred years has expired on "The Monmouth Shore," that we will tax, as little as possible, the patience of our good readers, to give us time and space for a recital of the actors and their acts since the three boroughs have sprung up, principally, since our time limit, in our territory, namely—the Borough of Highlands, the Borough of Keansburg, and our own Borough of Atlantic Highlands. We will take them in the order named, including the adjoining territories, thus to chronicle the events of the "Original Portland Poynt," as well as our space will permit.

We are proud of the honor of thus coupling the "Trio Sisters" of these historic shores, all looking to the great metropolis as the central figure, so near; also, in full view of the World's Moral Motto, the "Statue of Liberty."

"Blest be the ties that bind" us in one common interest—the Central Railroad of New Jersey, the Jersey Central Traction Company, including the many local steamers crossing the bays—each in their own way and method giving us our local intercourse and world-wide exchange, that goes far in the making up of our beautiful suburban commonwealth.

APPENDIX.

CHAPTER I.

BOROUGH OF HIGHLANDS, HIGHLANDS OF NAVESINK,
SANDY HOOK AND NAVESINK—1909-1922.

Near the point where the rippling waters of the famous Shrewsbury River joins with the currents of Princess Bay, there had grown a village unofficially known as Seaside, to distinguish it as apart from the Highlands of Navesink, as the railroad station was named.

The people of the so-called Seaside became restless at being under township rule, with its inequalities, and decided to break away from the Township of Middletown and adopt more of the home rule of Borough Government. They, therefore, appealed to the Honorable Charles R. Snyder, of Atlantic Highlands, then a member of the General Assembly of the State of New Jersey, and through his efforts and with the help of C. Asa Francis, of the New Jersey Senate, the act creating the Borough of Highlands was approved on March 22nd, 1900.

The first Mayor to be elected under that act was David R. Miller and the following members of the Council: John N. Riker, Mahlon Burdge, Lewis F. Parker, John T. Johnson, Richard Mount and Thomas Hennessey. With the exception of Richard Mount and Thomas Hennessey, who coincidentally were both employed on the draw-bridge by the C. R. R. of N. J., all the members of the first Council are deceased.

Charles T. Maison was elected Collector and Abram J. Parker, Assessor and the latter still holds office, none other having been elected over Mr. Parker since the incorporation.

Jesse L. Sculthorp was appointed the first Clerk and Thomas Derby became Chief of Police.

The total population of the new borough was 1,228 and the boundaries were as follows:

Beginning at a point in the west channel of the Shrewsbury River, opposite the northwesterly corner of the Andrews and Thompson tract, so called; thence, running in a straight line in a southwesterly direction to and along the westerly line of the said Andrews and Thompson tract across Navesink Avenue to the westerly side of North Peak Avenue and lot No. 102 of the map of the Schencks estate to a stone planted for a monument in the line of lands of

Hartshorne; thence, in a southeasterly and southerly direction along the Hartshorne line to a monument in the northerly line of lands of Joseph Wheelock; thence, in an easterly direction, along the northerly line of said Wheelock's lands, and lands formerly of Robert Proudfoot, to the channel of the Shrewsbury River; thence, northerly and westerly, following the meanderings of the channel of the river to the place of beginning; excepting thereout, the lands owned by the United States Government, whereon the Twin-Lighthouses are located.

The following may be quoted from Lewis' History of Monmouth County:

"The Highlands, on the Shrewsbury River, is, at the present day one of the most beautiful locations in the world."

In 1914, by act of Legislature, the borough limits were extended along what is known as the Portland Road taking in the lands up to and including the property of the Misses Haines and to the westward to the new boundary of the Borough of Atlantic Highlands, including the section known as Shady Side and all of Water Witch except that portion now known as Monmouth Hills or Monmouth Hills Club.

When the borough was first incorporated, the only source of water supply on the lowlands was by a system of pipe from which the springs in the hills were tapped and the water flowed by gravity to a central water trough in the middle of the town, then Miller Street, or from the springs proper, as no wells could be dug or driven unless they were driven to an excessive depth. The selling and delivering of portable water in forty-quart milk cans to various families was a source of revenue to the school boys of the neighborhood, they having regular water routes and patrons to whom they delivered a stated number of cans per week.

Others met at the old water trough at various meal times, and the news and gossip of the day was swapped.

At the present time the borough is supplied by artesian wells with the purest water to be found and at a pressure not excelled by any town within the state.

The following Mayors were elected and held office in the order named:

David R. Miller, one term, Charles T. Maison, one term, Peter Cornwall, one term, Harry A. Brown, one term, Allan R. Reed, two terms, Harry N. Johnson, two terms, Harry A. Brown, one term, and Frederick Kieferdorf, now completing his second term.

The borough has well-kept and well-lighted streets, a modern, motorized volunteer fire department and a nine-room grammar school.

The resident population is about 2,000, reaching perhaps 15,000 during the summer months.

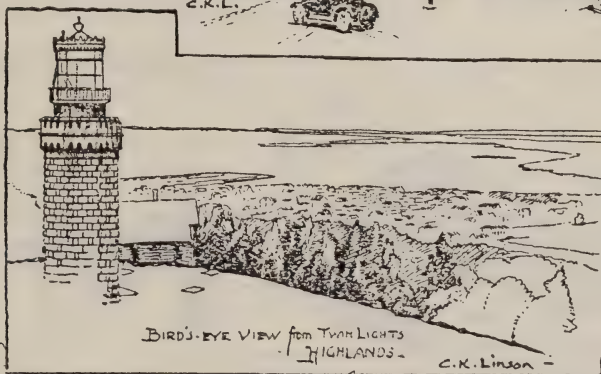
(Signed) GEO. W. HARDY.

OLD TIMES AT HIGHLANDS.

The Recollections of a Former Resident.

Mrs. Eleanor Thomson Benton of Brooklyn, a former resident of Highlands and Red Bank and one of the oldest subscribers of "The Register," has written a letter to this paper about old-time conditions in this part of the county. Mrs. Benton is in her 85th year and she is an invalid. Her letter follows:

BEYAYE · HIGHLANDS.



BIRD'S-EYE VIEW from TOWN LIGHTS
HIGHLANDS.

C.K. Linson



MILLER ST. leading to CHURCH, HIGHLANDS.

"I came to Highlands in 1846, when a child, moving from a farm near Freehold. Sandy Hook at that time was an island, there being no beach opposite Highlands as at present. The old

Ocean House hotel, which was destroyed by fire May 20th, 1862, stood on the northernmost part of the peninsula which

now forms the larger part of the Borough of Seabright. A beach was made up in 1848, which joined the island of Sandy Hook with the mainland.

"The steamboat Orus, plying between New York and Long Branch, made regular stops for passengers. All persons going to New York from Highlands had to cross the river to the Ocean House at Rocky Point and then take the steamboat. I took my first trip to New York on the Orus, going outside of Sandy Hook in the inlet opposite Island Beach, and well I remember how I lay seasick on the cabin floor until I reached New York.

"The Highlands, when I first knew it, consisted of four houses, three lighthouses, and a signal telegraph house. Colonel Jones of New York bought the Water Witch property in the early fifties. It was the scene of J. Fenimore Cooper's novel, 'Water Witch,' and the old house referred to in Cooper's novel was used for a time as a private school. I was a pupil in that school. There was no public school at Highlands at that time. This building was later destroyed by fire. Subsequently the Water Witch property was divided into residential sites.

HIGHLAND STATION.



"The house I lived in at Highlands was bought by my father from the Hartshorne estate. It was once occupied by an old Indian doctor. It is nearly 200 years old. My father enlarged this building in 1854. It is now occupied by A. P. Riker and his sister. I saw the cornerstone laid of the present lighthouse, which was built in 1861. Part of Highlands took on the name of Parkertown, this being caused by a large number of families of Parker coming into that section. This part of Highlands was largely submerged at high tides.

"I cannot describe the rejoicing that came upon us when the first railroad was built on the beach at Sandy Hook. The government dock was built in 1860-61. When the war broke out in '61, 500 or more soldiers were stationed at Sandy Hook and the government built barracks for them there, but after the battle of Bull Run most of them were removed. I walked on the government dock before it was finished to board the Highland Light, a steamboat then running to Red Bank.

"In 1857 all water communication between New York and this part of New Jersey was cut off. The river and bay were frozen beyond Sandy Hook Point. The only way to New York was the stage line through the Amboys. Transportation facilities were mostly by water or by stage in those times until the old Southern railroad was built with its terminal at Port Monmouth.

"The winter of 1857 was the most severe that I can remember. Sleighing parties went from Highlands to Red Bank on the ice on the river and that winter I took my first iceboat sail, going from Highlands to Red Bank.

"Highlands has been the scene of many historical and spectacular incidents. The ship North America was wrecked on the shoals opposite Island Beach and well I remember how I played on its deck. The wrecking crew removed what was left of the vessel in 1848. When this boat foundered 510 persons were lost and 89 were saved. Another shipwreck which happened below Long Branch was that of the German immigrant vessel New Era. The coast was strewn with dead bodies and folks went from Highlands to Long Branch with carts and wagons to help remove and bury these bodies. I saw nine dead bodies on the beach one morning.

"The burning of the hotel Sea View was another incident to which my memory reverts. This fire occurred shortly after Donnelly, the hotel bookkeeper, had killed a clerk named Moses. An incident which brought many people to Highlands was the death of two large whales which lost their way in the Shrewsbury River in the early fifties. They got on a sand bar opposite Highlands, where they died. They were floated across to Highlands, where they were placed in a large tent and sightseers had to pay to look at them. They were a great curiosity to most folks and people came from all parts of the county to look at them. They were later floated to 'Greenland,' about a mile from Water Witch, and there they were sold to a fertilizer manufacturer and made into fertilizer. I recall hav-

ing taken a bath in the river near where the whales were exhibited.

"Members of the New Jersey Legislature and a big lot of newspaper men on June 12, 1858, accepted an invitation from Mr. Thomson to dine at the Atlantic Pavilion. This was a big day. The legislators came by way of New York on the steamboat Long Branch, captained by J. P. Corlies. With them was Sheldon's band. Every one had a good time.

"There have been a number of steamboats plying in the Shrewsbury River between Red Bank, Highlands and New York since I was a child. Among them were the Orus, Constitution, Thomas G. Hunt, The Confidence, The Wilson G. Hunt, Golden Gate, The Cricket, Highland Light, Twin Lights, Ocean Wave, James Christopher, Alice Price, Long Branch, The Laura, The Helen and The Meta. I well remember the war between different boat lines in the early fifties when the fare from New York to Red Bank was down to ten cents a trip. This cheap fare brought to Highlands and other landing places along the river a very promiscuous lot of visitors who were not always desirable. However, the rate war did not last long and we were relieved of this influx of objectionable visitors."

SANDY HOOK.

(From the pen of Mr. Howard N. Wadham, 36 Wall St., N. Y. City.)

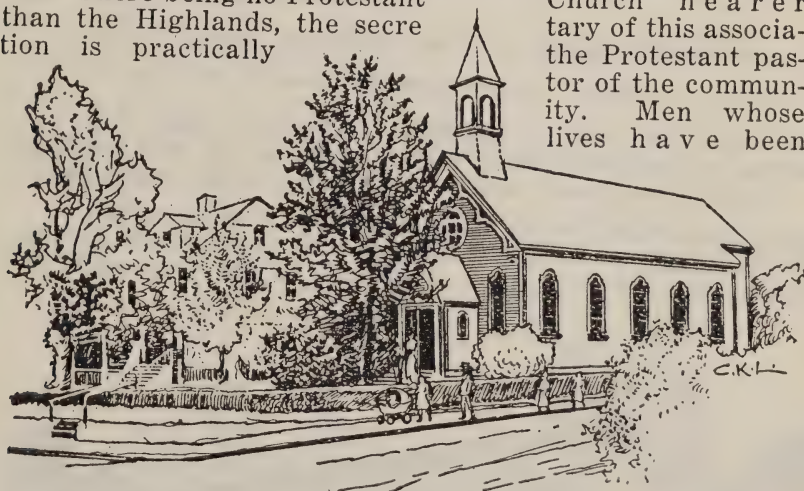
"Presumably some few centuries ago there was open water from the Atlantic Ocean across to Staten Island. Just when the sand began to accumulate in the location now known as Sandy Hook no one living at present knows. That for many years there was a long strip of uninhabited land there partially covered with cedar and holly trees many of the old-timers do know. From the time that the United States Government took over this tract of land to the present, there has been a steady increase in human activities there. As the most important defence post on the Atlantic coast line this is quite a natural sequence. Normally one thousand of Uncle Sam's best artillerymen call this their home post. During the World War many times this number were located there. Since the authorities at Washington have transferred the Ordnance Testing Grounds to Aberdeen the great guns are seldom heard and barely enough men are kept on the post to prevent the guns slipping into a state of inefficiency.

"Next to the giant beam of the Highland light, Sandy Hook light is one of the first welcome sights to the navigator

coming in toward New York harbor. This lighthouse was built in 176-- by the English. There are those living who remember when the Atlantic Ocean threw its breakers close to the base of the present lighthouse. Today the beach is half a mile eastward and over this present barren stretch of sand the Ordnance experts have tested the heavy guns, among them the huge 16-inch gun that during the war time was transferred to the Panama Canal. At that time it was the largest gun of its kind in existence.

"Among the institutions on the post designated to be of service to the service men, perhaps none has so large and useful a place as the Young Men's Christian Association. About twenty years ago, Mr. Thomas S. Gladding, a chemist of New York City built and presented to the men of the army the handsome and substantial building that now stands at one end of the Parade Grounds close to the Army Headquarters building. During the war an addition was built to this, making still more commodious quarters. There being no Protestant than the Highlands, the section is practically

Church nearer
tary of this associa-
the Protestant pas-
tor of the commun-
ity. Men whose
lives have been



CATHOLIC CHURCH, HIGHLANDS

completely changed through the ministry in this building are scattered wherever the flag flies, from the far-off Philippines and throughout the length and breadth of the land. The present Commanding Officer, at Piscataway Arsenal, Major Miles, was "born again" at the Young Men's Christian Association building in Sandy Hook. Not long since, among the cosmopolitan frequenters of the building, was a young full-blooded Indian, son of the present chief of the Cherokee Nation and a grandson of the

famous chief, 'Rain-in-the-Face,' who was charged with having killed General Custer at the time of that notable massacre. His name 'Pasquah' means 'fleet deer' in the tribal language. The young man is well-named for he is a famous runner. Pasquah for the first time heard the gospel of the Lord Jesus Christ at the Fort Hancock Young Men's Christian Association and became soundly converted. These are but two of hundreds of similar lives that have been reconstructed at this otherwise lonely and, in a sense, forgotten place.

"The religious interests of Sandy Hook are further provided for by the Roman Catholic Church, holding regular services in a commodious chapel, under the supervision of the church at the Highlands.

"The Boy Scouts Troop at Sandy Hook has shown its colors by carrying off nearly all the prizes and emblems in the various Scout meets for Monmouth County for some time past, which perhaps is an indication that the atmosphere, both spiritual and physical, is productive of sound bodies and sound minds."

SANDY HOOK BAY POST OF THE AMERICAN LEGION.

(From "The Atlantic Highlands Journal," October 9, 1919.)

"A large number of veterans of the late world war gathered at the Leonardo School on Thursday to perfect their organization of a post of the American Legion.

"Honorable J. E. Foster presided and after the convening of the meeting, the chairman introduced Reverend W. T. Stinson, D. D., of Red Bank, who gave an inspiring ad-



The THOMPSON HOUSE · HIGHLANDS

dress on the prospective achievements of the legion and Americanism. He was given a hearty vote of thanks at the close.

"An application for a charter was drafted and signed by about forty prospective members.

"The question of a name for the new post brought out much good-natured rivalry and the titles, Independent,



THE HOTEL MARTIN, HIGHLANDS

Middletown, Armistice, Sandy Hook and Sandy Hook Bay were offered. On a vote being taken it was found that the latter was the choice of the majority and the post will be so named.

"The election, with this result in choice of officers, followed:

Post Commander—Walter C. Leitch, Atlantic Highlands.
 Post Vice-Commander—Harold P. Childs, Atlantic Highlands.
 Post Adjutant—Edgar C. Cook, Atlantic Highlands.
 Post Finance Officer—Maynard Card, Navesink.
 Post Historian—Edwin H. Mulligan, Atlantic Highlands.

Members of the Executive Committee—William E. Ellis, Navesink; Stephen Murray, Highlands; Albert Johnson, Leonardo; Earle Snyder, Atlantic Highlands; David Cosby, Keansburg; Wilbur Roberts, New Monmouth; James Hubbs, Belford.

"The office of post chaplain has not been filled. Upon the election of officers, Chairman Foster was given a vote of thanks and Commander-Elect Leitch took the chair.

"The executive committee will hold a meeting tonight at which time organization plans will be more fully perfected and arrangements for a membership drive throughout the post territory, which includes all of the Middletown Township and the boroughs of Atlantic Highlands, Highlands and Keansburg.

"A cordial invitation is extended to all who saw service in the late war to send their application, together with the annual dues of \$2, to Post Adjutant E. C. Cook before November 1st and become charter members of the post.

"The officers and John S. Woodruff as delegates were selected to attend the State convention of the legion to be held Saturday in the Prudential Building, Newark. Dr. E. F. Failing is alternate delegate.

NAVESINK—1909-1922.

(From the pen of Miss Norma L. Swan, daughter of Mr. Webster Swan.)

"The past twelve years have not made many changes in the outward aspect of the village of Navesink. A few new houses have been built and a number of old ones have passed into hands of new owners who have found a charm in houses that have long been occupied. The population, unlike that of many towns and villages near New York City, has remained for the most part, American, many of the families having lived in the village for successive generations. Electricity has superseded gas as a means of lighting the highways, telephones are in use in many of the homes, a few residents have established connection with the great world by means of wireless, nearly every family owns an automobile, the use of the horse has become uncommon. With the improved condition of the highway, every summer brings an increasing stream of motorists who prefer the village roads to the crowded shore route.

"With the development of the township school system, the Navesink school has benefited by closer supervision, better organization, special teachers in music, physical culture and drawing, a trained probation officer and school nurse, a school dentist, a special class for the mentally deficient, and psychiatric clinics supported by the Laura Spellman Fund of the Rockefeller Foundation. Pupils in the first six grades attend the village school; those in the grades beyond the sixth attend the Leonardo High School, transportation being furnished by means of trolleys and school automobiles. There are five regular teachers in the Navesink school and the pupils number about 104.

"The Great War drew about fifty men from Navesink and vicinity, not one of whom was killed in battle or seriously injured. Their names are inscribed on a bronze tablet in Navesink Library and a record of their services is also preserved in the Library. While the men were at the front the women at home worked for them constantly and untiringly. The local branch of the Red Cross met weekly at the Library and under the efficient direction of its presi-

dent, Mrs. J. C. Lord, several thousand garments and articles for the soldiers' use were prepared. The other officers during the war were Mrs. Walter B. Conner, secretary, and Mrs. Arthur G. Johnson, treasurer. The village and vicinity, including Locust and Riverside Drive, responded patriotically to the drives for Liberty Loans. The Navesink, Locust and Riverside Drive subscriptions to the Liberty Loans amounted to \$123,000.

"The opening of the Navesink Library marks an epoch in the history of the village. For several months a small group of women met weekly at the home of one of their number in the village to consider the problem of providing a place where the young people of the village could meet under wholesome conditions for pleasure and betterment. The incorporation of the Navesink Library Association on January 25, 1914, was the outcome of these women's thought and prayer. Funds were raised, practically every family in the village subscribing, and generous donations were made by many of the summer residents at Locust and along the river. The old Navesink Baptist Church building was leased for five years and repaired at considerable expense. The quaintness and dignity of the old edifice were preserved and its associations gave an atmosphere of quiet and refinement to the environment of the new organization. The original board of trustees consisted of Mrs. William Barclay Parsons, Mrs. John C. Lord, Mrs. James May Duane, Mrs. Louise D. Card, Miss Norma L. Swan, Mrs. E. E. Maxson, Mrs. Charles Vanderhoof, Mrs. Joseph E. Johnson, Frank E. Sieh, James G. Timolat, Andrew Robertson and William M. Roberts. The original officers were, president, Mrs. William Barclay Parsons; secretary, Miss Norma L. Swan; treasurer, Colonel William Barclay Parsons, and these officers and a majority of the original trustees have retained their connection with the Library continuously since its organization.

"It was not long before the Association outgrew its quarters in the old church building. Mrs. Ellen W. Duryea of New York City, the widow of Herman B. Duryea, a sportsman of international repute, wishing to found a memorial to her husband who spent his boyhood days in the vicinity of Navesink, became interested in the Library and presented to the Association the very attractive and well-equipped building which the Association now occupies. The new Library was formally opened December 12, 1917. It houses a men's club of about a hundred members with quarters in the basement, a boys' club which meets in the gymnasium, a dramatic club, a tennis club which uses the

Library courts in summer, a women's gymnasium class, besides meetings of the local branch of the Red Cross, neighborhood dances, handieraft exhibits, lectures, musicals, church suppers and fairs. During the first seven years of its existence about 50,000 books were circulated.

"In June, 1921, the Middletown Township Public Library went into operation, having been voted for by the citizens of the township at the general election of the previous November. By arrangement with the trustees of the Navesink Library Association, the collection of books belonging to the Township Library is housed in the Navesink Library building and the Township Librarian has her headquarters there. An admirably equipped library car, the gift of several public-spirited residents of the township, conveys books to ten deposit stations and one branch library, and gives house to house service in remote parts of the township. During the first eight months of its existence the Township Library has circulated about three thousand books a month. The original trustees of the Township Library were Colonel William Barclay Parsons, president; Louise Hartshorne, Florence Mechlen, Florence Preston, Clinton Loshen, R. H. Bowman, J. C. Hendrickson and Howard W. Roberts.

"The Navesink Library has been pronounced by the State Library Commission to be the best rural library in the state and as such it has been selected by the Commission as the headquarters of the State Library School for the summer of 1922. A six weeks' session will be held for librarians throughout the state, to whom instruction in library methods will be given by members of the State Commission.

"In connection with the Navesink Library an important and interesting project was the acquiring in 1921 of the old De Vivo house and grounds adjacent to the Library property, for the purpose of providing a comfortable and attractive home for the Librarian and the teachers of the township schools while they are engaged in their work. This enterprise is due to the initiative and enthusiasm of Mrs. William Barclay Parsons and a board of directors associated with her, under whose supervision the Teachers' Club is most successfully conducted.

"The last twelve years have seen the passing of several prominent figures from the village life—Russell G. Andrews, for forty years the village doctor, Webster Swan and John M. Johnson, both of whom served as postmasters, business men and trustees of the village for many years, Joseph Johnson, a picturesque old figure in latter years, who

for nearly half a century was village constable and Mrs. Elizabeth Latham, a woman of remarkable enterprise and initiative, who established the florist's business in the village.

"The community as a whole, and All Saints Memorial Church in particular, sustained a great loss by the resignation of the Reverend John Crary Lord from the rectorship of the parish in 1921, after having served for twenty-seven years. Both Mr. Lord and his wife endeared themselves to all those with whom they were associated by their generous support of every good work, by their devotion to the best interests of the community, and by their graciousness and truly Christian spirit."

Below is the list of World War Veterans, copied from the bronze tablet on the front of the Library, contributed by E. B. Arrowsmith, Librarian.

Edward Amy	Jesse Green	William Barclay
Henry J. Amy	Edward Haffel	Parsons, Jr.
Louis H. Amy, Jr.	Richard Hartshorne	Lisle Patterson
Thomas T. Boeckel	Travis Hunt	Eugene Drew Polhemus
Marion Brainard	Arthur G. Hurd	Herbert W. Posten
	Albert H. Lemarche	Latham M. Reed
Alfred Brower	Edward J. Lemarche	Whitmore Reed
C. Maynard Card	Henry P. Lemarche	Howard Samo
Asbury Carney	Reginald W. Lemarche	Lloyd Sickles
William Carney	Richard T. Lemarche	Raymond Smith
Harold Childs	Francis M. MacDuffie	Raymond Taylor
William H. Davis	Eugene Maxon	Benjamin H. Trask
Victor I. Crusier	George R. Maxon	James D. Trask
Lester Curtis	Lisle Maxon	Robert H. Trask
Olive M. Curtis	Wilbur B. Maxon	Morris Walsh
Thomas Curtis	Harry Meyer	Fred Werleman
John Wesley Davis	Harry Morrow	Henri Werleman
Frank Despreaux, Jr.	C. Albert Mount, Jr.	Stanlon Whitney
Earl De Vesty	Parke Newby	Harry S. Williams
Richard B. Duane	Wm. Barclay Parsons	John Woodward
Leo S. Ellis		William Woodward

CHAPTER II.

THE BOROUGH OF ATLANTIC HIGHLANDS AND VICINITY SINCE 1909.

Reception Tendered Hon. John E. Foster.
The Community Club—The Women's Auxiliary of the Community
Club—Home Circle—And St. Agnes Club, Etc.

Within the time of the Appendix the Borough of Atlantic Highlands has been presided over by three Mayors and many Councilmen. We will take the Mayors in the order of dates they occupied the chair—Dr. John H. Van Mater, the Honorable Charles R. Snyder, and the present Mayor, Dr. Henry A. Hendrickson.

With the entry of and during the period of service of Dr. John H. Van Mater in the chair, as Mayor, there was no looming up of ambitious aspirants for the position, which gave him a long period of usefulness in that field. A message delivered January 1, 1908, as appears in a previous chapter, gives his complete recommendations to his Councilmen and to the public at large. Perhaps the most notable improvement that was made during his term of office was the extension of concrete sidewalks five feet in width, and stone curbings, equally as permanent, which was paid for by the individual property owners adjoining. The Standard Gas Company organized in May, 1910, and continued its construction through the year, making an increase to the borough assessment which was considerable, as the plant enlarged. The annexation of "The Ballinswood Tract," "The Maxwellton Tract" and "The Navesink Park Tract," opened up by the Ocean Boulevard, also added much to our assessment values, which was very gratifying, not only to the borough officials but to the tax-payers as well. The water system was extended into the annexed district during Mayor Van Mater's administration, which encouraged resident building in that beautiful locality.

The Mandalay Pier had been repaired in the last year of Mayor J. H. Van Mater's administration, in 1915. It was located at the foot of Avenue A. It was first built by public subscription by the people of Atlantic Highlands, the sum thus secured amounting to \$25,000; and, to complete it, the Company borrowed \$11,000. It was built in 1900, but through lack of co-operation with the trolley

companies and for other reasons, it was not used until in the year 1915, when, having passed from the hands of the original company to out-of-town people, it was taken up by New York City capitalists with Mr. Guy A. Brantingham as manager, and put in first-class condition.

The steamship Mandalay was put on the route, running three round-trips between New York City and the pier at the foot of Avenue A, Atlantic Highlands, daily. The steamer carried thousands of passengers each day of the season, composed principally of excursionists from New York, come to enjoy the pure air from the ocean and the Atlantic Highlands Hills. During the next year, 1916, and the years following to the present writing, the Mandalay has done good service.

This enterprise doubtless encouraged Red Bank capitalists, known as the Land and Loan Company, to purchase the "Campbell Property," extending from the Many Mind Creek to Avenue D; which produced many attractions enjoyed and required. This property (with the "Bentley Property," a small tract adjoining the pier), was known as "Bay View Park," and later as "Joyland Park."

The borough assessment for taxes, which amounted January 1, 1909, to \$1,845,587, was increased to a valuation of \$2,635,016, January 1, 1922, showing an increase of \$789,429, in personal property and new buildings. This valuation was made on a basis of a two-thirds valuation of the properties. This valuation and assessment was made on properties actually within the borough limits, leaving out our beautiful suburban communities, such as Leonardo, with its Brevent Park, Mardean and Ocean View on the west, and on the south Highland Park, Mandalay Park, Leonardville and Hillside Park, all of whom look to Atlantic Highlands as their main business center, adding to the property values of Atlantic Highlands and suburbs, at its true value, a total of over a half million of dollars, occupying a territory where once echoed the tingle of the road cow's bell, by day, and the refrain of the "Whip-Poor-Will" in its evening call to its distant mate.

In addition to the assessed properties we have exempt properties amounting to \$382,400, in the borough, as follows:

The Borough Hall property, corner First and Mount Aves.	\$23,500.00
The Lagoon and Grounds.....	10,000.00
Other Lands and Buildings.....	7,500.00
The Water Plant and System.....	90,000.00
The Sewer System.....	62,000.00
The Electric Light System.....	34,000.00
The Fire House and Entrance.....	8,000.00

596 FROM INDIAN TRAIL TO ELECTRIC RAIL

The Fire Apparatus, in total.....	15,000.00
The M. E. Church property, Third Ave.....	23,800.00
The Central Baptist Church, Third Ave.....	20,000.00
The St. Agnes Roman Catholic Church, South and Center Aves.....	16,500.00
The Presbyterian Church, Third Ave.....	8,000.00
The Episcopal Church, Fourth Ave.....	2,100.00
The St. Paul A. Baptist Church, Highland Ave.....	2,000.00
The Public School Building and Grounds, First Ave.....	60,000.00
Also, Properties Outside of Borough Limits.	
The First Baptist Church at Leonardo.....	\$10,000.00
The Leonardo Fire House and Apparatus, Center Ave.....	5,000.00
The Leonardo Lagoon and Grounds.....	5,000.00
The Ocean View Community House and Share Improvements	5,000.00
The Hillside Zion M. E. Church, Middletown Ave.....	3,000.00

Making a total of \$5,410,400 worth of property within the area named, on lands where, up to 1880, the honorable but lonely farmer trod.

Among what are called the "Secret Orders," the Anchor Lodge of I. O. O. F. owns convenient and comfortable home quarters, at the corner of Washington and First Avenues.

The Atlantic Highlands Building and Loan Association of the borough is considered one of the best in the state. It was organized in November, 1887, as has been previously stated. The amount of business transacted within the last year, ending November, 1921, amounted to \$564,899. Up to the present time it has had a transient and unsettled location but at this writing, January, 1922, we are informed by its president, Mr. Louis S. Sculthorp, that they have purchased of the Atlantic Highlands National Bank their property at the corner of First and Bay Avenues, consisting of grounds, building and safe, to take possession as soon as the Bank can occupy their property on the Homestead Block, consisting of eighty-one feet on First Avenue, running this width through to Railroad Avenue, and covered by a fine three-story building, known up to the present time as the Hartcorn Building.

The Atlantic Highlands Tennis Club organized and purchased a fine property on the Bluff, between Bay View Avenue and the Bay, and between the Atlantic Highlands Casino and the Edward Jansen Homestead. The property consisted of 250 feet on Bay View Avenue, running the same width to the Bay. The property was placed in the hands of Contractor Jonathan T. Stout, who put the grounds in fine shape for the enterprising club.

The great increase, in the number of automobiles called for extensive accommodations for the residents and traveling public. In looking over this field of development the first in view as we go south on First Avenue is the Nor-

man E. Paddock Garage being erected on Center Avenue, opposite the Railroad Station. This, in size and location, will be able to accommodate the commuters and their friends with every convenience.

Passing on down First Avenue, south, we come to what was formerly "The Naylor's Garage," corner of Highland and First Avenues, now owned by James W. Shannon, and enlarged by him to twice the original size. This fine garage is conducted by Edgar C. and Robert G. Cook, as "Cook Brothers," with great success.

Farther on we come to the southeast corner of Lincoln and First Avenues, where is being erected a large garage by Mr. E. Doughty—this with an ample-sized dwelling occupies the three lots purchased by Mr. Doughty.

On the northwest corner of Lincoln and First Avenues Mr. Arthur Naylor has erected a fine garage as an automobile supply service station. The building is large, well equipped and is a credit to the town.

Near the corner of First Avenue and Valley Drive is located the garage built by F. A. Morehouse, now owned by Messrs. J. W. and J. H. Bowser, and later conducted by "Oakes Brothers."

As we pass, east, down Valley Drive we come to the large two-story building, with a garage on the first floor and dwelling above, owned and conducted by George F. Bartleson.

The above garages produce ample accommodations for the traveling public and storage room for all-year patrons.

We would call attention to the enterprising boat builder, Mr. Joseph Banfield, who erected a building on the west side of what is known at this time as "Wagners Creek." The boat house gives him ample accommodation for his business and fills a useful place in the community.

We record the transfer, about January 1st, 1922, of "The Atlantic Highlands Journal" from the able hands of "F. S. Berggren and Son" to Milton R. Shale, as editor and publisher. May his success be as pronounced as was the previous owners.

A Green House and all that goes with it, in the Nursery business, is a necessity in any community. This department has been well looked after by Mr. John Bennett, Florist, Hillside Avenue; also, by the Navesink Florists and Nurseries.

The Central Railroad of New Jersey continues to give us good service. With their steamers in the summer season, the all-rail train service all year round is very much in our favor. We can do no less than thank the dear Lord for

putting it in the heart and mind of "Uncle Sam" to order the Central Railroad from Sandy Hook, as the Government felt that they needed the property for their own use.

The motion picture business has been well cared for—first by Mr. A. L. Gorlin at the Majestic and Lyric Theatres. Mr. P. J. Kilcullen, at considerable expense, fitted up a large building at what is known as the Joyland Park for motion pictures, for the winter of 1920-1921. After April 1, 1921, the Ocean Boulevard Garage was fitted up for motion pictures, with Mr. Harry Kridel as manager. This last change seems to attract the public to such an extent that the other picture places seem to be taking a vacation.

In the fall and winter of 1921 the Sculthorp Realty Company was formed. Their first purchase was from Mr. Justus E. Ralph—the unsold portions of the original John L. Patterson farm and the Charles S. Woodward farm. These farms were first sold, through the writer, to the Atlantic Highlands Association, and by the Association at the termination of their business, to Reverend E. C. Curtis, Moses L. Dolby and Justus E. Ralph, jointly, and at the deaths of Mr. Curtis and Mr. Dolby it passed entirely into the hands of Mr. Ralph and was known as "The Marge of Monmouth."

The Sculthorp Realty Company purchased and returned to the above named properties several lots and plots previously sold therefrom. They also purchased a portion of the adjoining Jacob Swan, Sr., Estate, thereby being better situated for the laying out of their property. The Realty Company made other purchases, including a portion of the Thomas Leonard Leonardville property, owned by John J. Leonard, and bounded as follows: On the north by Valley Drive, on the east by Forest Avenue, Mandalay Park, on the south by Oakland Avenue and on the west by Portland Avenue—containing twenty acres.

Since the introduction of so many automobiles in the country, or from some other cause, there has not been such a demand for hotels and boarding houses, with us, as formerly. This department is now taken care of principally by "The Sea View House," "The Lockwood House," "The Bay View House," "The Cresson" and "The O'Keefe House"; together with "The Brentwood House" and "The Columbus Hotel" for a portion of the year.

The Standard Gas Company, with its chief plant here at Atlantic Highlands, but supplying a large territory, after being in a Receiver's hands for some time, passed into the hands of a private company, January 16, 1922.

At the present writing, January 1, 1922, we would call attention to our fine large school buildings. The one in the Borough of Atlantic Highlands is situated on First Avenue, extending the entire block from Washington to Lincoln Avenue, with a depth of two hundred and fifty feet eastward; it is a large brick building valued at \$75,000. It has a seating capacity for about 500 pupils. It also has a fine auditorium for general assembly, or for other purposes.

The Navesink school building, with ample grounds, gives the village a fine grammar school. The property, at the present time, is worth \$20,000.

Navesink, like the other communities of the township, looks to the High School at Leonardo, of which much will be said later.

The small school houses of past years have gone out of existence and their places are filled throughout the township with fine large buildings fully equipped for study, with grounds for exercise.

The school building at Leonardo surpasses them all. The ample grounds for the large school building and green house were provided, free of cost, by Mr. M. A. Rice. The extensive ground, of six acres, for playground and athletic exercise was the gift of Mr. Lewis S. Thompson. The equipment for different kinds of sports and exercise was the gift of Mr. John H. Cook. The school building is a fine three-story brick structure, very modern and ornamental. The cost was about \$100,000, for the school building, and about \$10,000 additional for the green house (the gift of Mr. Robert Hartshorne). The school building will accommodate about 800 pupils.

We cannot properly close the list of community enterprises without referring to the restaurants of the town. "The Rhodes Restaurant" is known far and near for its cleanliness, good service and reasonable charge. There are also "The Columbus Hotel Restaurant," "The Burton," "The Lily Rooms," "The Willmotts," and others, some the result of the Mandalay travel in the summer season.

The following appeared in "The Atlantic Highlander," February 16, 1916:

RECEPTION TENDERED HON. JOHN E. FOSTER

About 150 Fellow Townsmen Offer Congratulations.

"In honor of his recent appointment to the Vice-Chancellorship of New Jersey, former Judge John E. Foster of Highland Avenue, this place, was tendered a reception at the Lyric Theatre last Thursday evening by the business men of the borough. A conservative estimate places the

number present at about 150. That the reception was a success in every sense of the word would be to put it in a mild way. In fact, it was one of the most successful affairs of its kind ever held in this section of Monmouth County. The theatre was profusely decorated with flags bearing the National colors and palms. One of the features of the gathering was the presentation of a handsome ebony gavel to the Vice-Chancellor. A silver band bearing the following inscription encircled the gavel. 'Hon. John E. Foster, from his fellow townsmen in honor of his appointment as Vice-Chancellor of the State of New Jersey, Atlantic Highlands, N. J. February 10, 1916.'

"Shortly after 9 o'clock the Vice-Chancellor arrived at the theatre accompanied by Mayor Charles R. Snyder, members of the local council and members of the bar. As the Vice-Chancellor entered the theatre, Hon. Charles H. Van Mater, president of the Atlantic Highlands National Bank, requested all to rise while a toast was drunk to the new Vice-Chancellor.

"Col. Somers T. Champion, who acted as master of ceremonies, offered the following toast: 'Atlantic Highlands, the most Beautiful Spot on the Atlantic Coast, the Picturesque Place of America.'

"The first address of the evening was by Mayor Snyder, who spoke on 'Atlantic Highlands, the Beautiful.' He lauded Vice-Chancellor Foster, telling of the big success from little things, referring to the Prosecutorship of Monmouth and later the Judgeship of the Court of Common Pleas of Monmouth. He concluded his remarks by stating that Mr. Foster is qualified for his higher duties.

"The next speaker was Attorney E. K. Camp, whose address is receiving favorable comment on every side. He spoke of 'The Bench and the Bar.' He compared the new Vice-Chancellor to Garfield and Lincoln and referred to his early life and his desire to obtain knowledge under adverse circumstances. In closing his remarks Mr. Camp declared, 'It was his plugging that brought success.'

"The gavel was then presented. In accepting it Mr. Foster said that in his rise to the Vice-Chancellorship he did not take it with a feeling of personal compliment, but one to Atlantic Highlands and to the township of Middletown. He gave credit to the men who in former years stood by him. During the course of his remarks he outlined the work of the Chancery Court. He further stated that he regretted very much the fact that he will have to give up his position of attorney for the township of Middletown, which position he has held for the past twenty-six consecutive

years. In concluding his address he said that he always intends to remain a resident of Atlantic Highlands, which town he described as the Eden spot of this country.

"The closing address was made by Assessor Thomas Henry Leonard of Atlantic Highland, whose talk was reminiscent with history. Mr. Leonard said that he hoped in the near future to see the name "Governor" attached to the name of Vice-Chancellor John Early Foster. Following Mr. Leonard's address refreshments were served and a general social time was enjoyed. The Assessor read the following piece of poetry, which is of his own composition:

"Early" in the Eighties, in the little Town of Bay View,
There came a young man of promise, a second Chauncey M.
Depew.

He attended the school at Leonardville, the tutor's name was
Morse,

The feeling was such between them, the ending was no remorse.
As he grew to manhood under the "Fostering" care of "Gov.,"
He was barbered by Tom Martin, whom we all very much loved.
He was cared for in his ailments by the worthy Doctor Fay,
And in the pavilion meetings he "Early" learned to pray.
"Judge" Hooper, the Sage of Monmouth, gave him much advice,
And Mr. Sharts, the merchant, sold his wares at bottom price.
Patterson, the ticker, operated the telegraph news,
And Obie, Lew and Bunker delivered them so rapid, it called
for soda and stews.

But we must leave the old pavilion the scenes of "Early" days,
For he would be a lawyer, and tread the legal ways.
He has climbed the Hill of fortune, he has reached the hall of
fame,

And may the rosy future add "Governor" to his name.

The following committees were in charge:

General Committee—Charles Van Mater, F. A. White, E. K. Camp, A. G. Hall.

Committee on Hall—C. Norris Pippitt, L. H. Foster, T. H. Leonard, Dr. George D. Fay.

Music and Speakers—F. A. White, Edgar H. Cook, Ira Antonides, Dr. B. E. Failing, Howard W. Roberts.

Decoration—W. J. Roberts, William Oakes, Ralph H. Garrison, Dr. J. J. Martin.

Refreshments—Charles Grover, Harry Posten, Ira Antonides, Charles Mount.

Tickets—Somers T. Champion, David Tumen, C. S. Chapman, John R. Snedeker, Harry Kridel.

On the evening of December 2, 1915, a banquet was tendered Mayor John H. Van Mater and Mayor-Elect Charles R. Snyder at the Sea View House. Mr. Snyder, the successor of Mayor Van Mater, took office on January 1, 1916, having been a member of the New Jersey Assembly for two terms, attorney and secretary of the Building and Loan Association for many years, and chief of the Fire Department for the years 1913 and 1914. He was a member

of the Board of Education for several years and president of the Board. He has always been interested in the welfare of the borough. He has been clerk of the Central Baptist Church since its organization in 1893.

All present acknowledged their friendship and promised their co-operation for the betterment of the borough. Among those present at the dinner were: Councilmen—D. I. Bryant, J. S. Flitcroft, Frank Muir, William Conrow, Frank Heimbold, Charles Grover; members of the Board of Health—Reverend G. H. Gardner, Dr. H. A. Hendrickson, A. L. Gorlin; guests—Dr. John H. Van Mater, Charles R. Snyder; Councilmen-Elect—Leroy Carhart, P. Halleran; others present—Edward Oakes, M. A. Rice, J. S. Woodruff, H. T. Sherman, William J. De Rivera, Walter Mickens, Nelson Bryant, Raymond Smith, S. A. McNear, H. B. Hart; also, borough officials, as follows:

E. H. Cook, Borough Collector.
 T. H. Leonard, Borough Assessor, ex-Mayor.
 John L. Sweeney, Borough Attorney.
 John R. Snedeker, Chief of Police.
 H. O. Todd, Borough Engineer.
 W. T. Franklin, Borough Clerk.
 Elverton Doughty, Superintendent of Light and Water.
 George Mardorf, Superintendent of Light and Water Power Plant.
 James Ryan, Assistant Light Department.
 William Stryker, Superintendent of Streets.
 Amzi Quackenbush, Overseer of the Poor.

Mayor Snyder remained Mayor of Atlantic Highlands for four years, including the years 1916, 1917, 1918 and 1919. His administration consisted largely in extensions of the water, lights, sewer, and other of the borough systems; improvement of the High School building; the purchase of the property at the southeast corner of First and Mount Avenues for borough purposes; and the building of the Fire House, a fine and substantial building, with an attractive entrance the width of the building, extending to the street, giving a fine effect to the building.

The second story of the Fire House was fitted up in a complete manner for social purposes or banquets, having a seating capacity sufficient for the three fire departments, with their friends, to meet, on business or for meetings of a social nature. The building cost about \$8,000. The first story was well proportioned for the purpose for which it was needed. The three fire companies were well provided with equipment for the work expected of them, and the companies were composed of men able and willing to do

their part in the protection of the borough and its property—which was shown on many occasions, upon the first toot of the fire whistle. The fire apparatus was provided by the willing tax-payers, with the assistance of generous friends of the borough and the fire companies. We refer especially to the large gift of Mr. Oscar R. Lichtenstein, which made it possible to present an equipment for fire protection equal or better than any borough of our size in the state.

An enterprise of much magnitude was attempted in Mayor Snyder's administration, requiring much of the taxpayers' money. It was known as "The Lagoon," located between Bay Avenue and the Bay. It was supposed at the time the most part was procured from the Railroad and from the Railroad's right-of-way to the center of Many Mind Creek. The borough was to procure lands from private individuals, located on the north side of the Railroad's right-of-way, between Many Mind Creek (sixty-seven feet in width), and the Hartnedy property, west of Avenue C. This was to have been an exchange of property between the borough and the Central Railroad which, I understand, at present writing is not completed. The land on the west side of the center of Many Mind Creek, extending from Bay Avenue to the Leslie property and the Creek on the north, to within 110 feet of Avenue A, was donated by the Land and Loan Company, from the benefit they hoped to derive from the "Lagoon." A contract was given to the Howland Dredging Company of Seabright for the dredging out of the meadows, as per contract with the borough—Mr. H. O. Todd, engineer. The dredging was completed and the sides of the Lagoon were bulkheaded, but on account of the nature of the soil of the meadows the work was not satisfactory. The Lagoon is used to a certain extent by the watermen.

THE COMMUNITY CLUB OF ATLANTIC HIGHLANDS.

The Community Club was an outgrowth of the Red Cross. (Of which a full account will be found in the chapter following.) It was organized by those splendid women who worked so hard and faithfully together here during the trying days of the World War and who did such magnificent work for their country through the medium of the Red Cross. It offered them and the other members of the Community just the social and recreational diversion which they and the community generally needed after the tension and strain through which they had passed and the strenuous war work in which they had been engaged.

It was incorporated on February 17, 1919, under the

provisions of an Act of the Legislature of the State of New Jersey entitled "An Act to incorporate Associations not for pecuniary profit." Its objects and purposes as stated in its certificate are: "to aid and stimulate the community of the Borough of Atlantic Highlands and the immediate vicinity in the development and organization of their social and recreational resources in such a way as to be of the greatest value to them and of the naval and military forces of the United States in their neighborhood, to supplement these resources when necessary and to promote and carry on any activities helpful to these ends."

The affairs of the Club are managed and controlled by a board of 15 directors who are elected by the members of the Club. The officers are in turn elected by the directors. Any residents of Atlantic Highlands, or its immediate vicinity, over the age of 16 years may become members and those under that age junior members. The annual dues of the former are \$6.00 and of the latter \$3.00. There are no admission fees.

The rooms of the Club are those which were used by the Red Cross during the War and are very conveniently located. They have been used in common by both the Club and the Red Cross and have been thrown open to the Grand Army of the Republic, American Legion, The Boy Scouts and Campfire Girls, the soldiers and sailors in the neighborhood, the Women's Christian Temperance Union, the various churches for their cake sales, and other useful community purposes.

Interesting talks have been given by ex-service men and others who saw active service on the battlefields of France and elsewhere, and among other activities may be mentioned lectures, authors' nights, concerts, debates, spelling bees, charades, receptions to ex-service men and women and to the incoming and outgoing principals and teachers of the local schools, bird-box and bird essay contests for the school children, bazaars, rummage sales, Christmas tree and May parties, children's games, smokers, pool contests, card, dance and cabaret parties, and various other kinds of entertainment, at most of which refreshments have been furnished free of charge. A Victory garden contest, a very profitable Easter Sale, and Women's Exchange were also very interesting features.

One of the most useful activities of the Club is its library. In the short life of the organization over 3,000 volumes have been accumulated and cataloged. A reading room supplied with current periodicals is connected with the library, supervised by Miss Margaret A. Eadie.

The Club owes its success almost entirely to the splendid work and co-operation of its women members. They have been unremitting in their labors and it is to them that the credit is due for the successful results which have been accomplished.

The Club has met all of its expenses for rent, heat, light, furniture, and other current expenses.

The incorporators were Elisha K. Camp, George L. Barrett, Walter C. Burrell, William E. Foster, Ann B. Waldron, E. McHenry, George W. Stryker, Frank E. Wells, Ira Antonides, C. Norris Pippitt, Edward Hugh Mulligan.

The officers for 1919 were: Elisha K. Camp, president; Mrs. George L. Barrett, Mrs. George W. Bristol, Edgar H. Cook, Charles Gelhaus, Charles Grover, Charles Van Mater and Miss Hulda Roberts, vice-presidents; Jonas Tumen, secretary; Mrs. Edward B. Abel, financial secretary; H. C. Van Note, treasurer.

The officers for 1920 were: Elisha K. Camp, president; Mrs. George L. Barrett, Mrs. George W. Bristol, Edgar H. Cook, Charles Gelhaus, Charles Grover, Charles Van Mater and Miss Hulda Roberts, vice-presidents; Mrs. H. H. Bowtell, secretary; Miss M. A. Eadie, financial secretary; Charles R. Snyder, treasurer.

The officers for 1921 were: Elisha K. Camp, president; C. C. Fields, Miss Helen McNear, Mrs. James H. Stryker, David Tumen, Mrs. George W. Bristol, vice-presidents; Edgar H. Cook, secretary; Miss Edith Whittingham, financial secretary; F. A. White, treasurer.

The officers for 1922 were: Wm. Charles Cox, president; S. T. Champion, Charles Van Mater, Mrs. James H. Stryker, Mrs. J. H. Smith and Miss Helen McNear, vice-presidents; S. T. Champion, secretary; Miss Edith Whittingham, financial secretary; Fred A. White, treasurer.

THE WOMEN'S AUXILIARY OF THE COMMUNITY CLUB.

A short time before our participation in the World War (perhaps the winter of 1914-1915), the Women's Auxiliary of the Community Club found its beginning in the formation of a Cooking Class, which met in the Lecture Room of the Atlantic Highlands Presbyterian Church.

Later, when the call for service came, Miss Ann Waldron called a Mass Meeting in the Lyric Theatre. The same women responded, starting what later developed into the Atlantic Highlands Branch of the American Red Cross, which did such commendable work during the War.

With the War practically over and the cessation of real Red Cross activities the bonds of union established during those sad years seemed too valuable to be lost sight of, which resulted in the formation of the Community Club.

In November, 1919, the women members of the Community Club of Atlantic Highlands organized the Women's Auxiliary, with (Mrs.) Jane E. Camp, chairman, and (Mrs.) Earline Snyder, secretary. Mrs. Camp served but a short time and (Miss) Ann Waldron was elected her successor, serving until the spring of 1920, when (Miss) Helen I. McNear was elected chairman, and (Mrs.) Winifred E. Stryker vice-chairman, and (Mrs.) Earline Snyder secretary.

ANNUAL REPORT OF WOMEN'S AUXILIARY
OF COMMUNITY CLUB OF ATLANTIC HIGHLANDS
1921-1922.

In November, 1919, the women members of The Community Club of Atlantic Highlands organized the Women's Auxiliary, and in May, 1921, the Auxiliary joined the New Jersey State Federation of Women's Clubs with one hundred and two members.

The following officers were then in office (with the exception of Miss Mildred Droege, who followed Mrs. Anna Van Note, the secretary when we federated), and have been unanimously re-elected to serve during 1922:

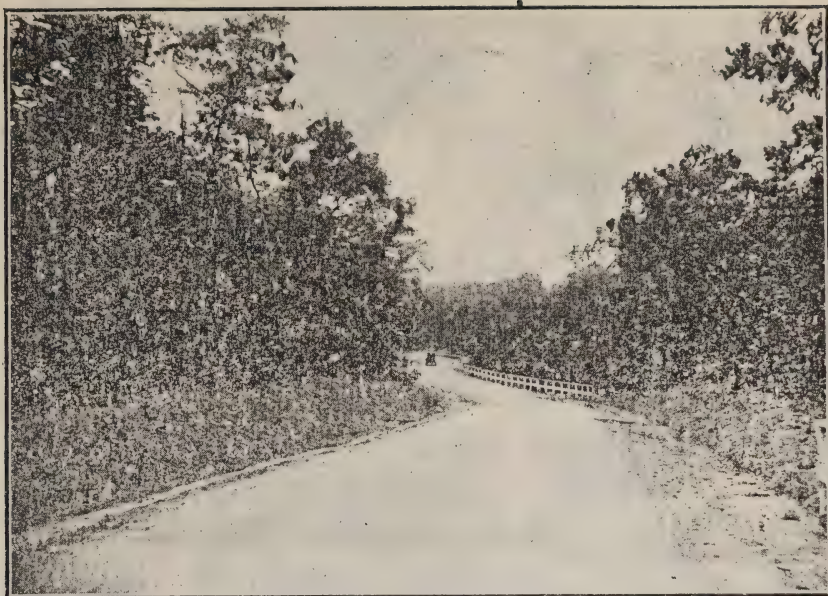
President—Miss Helen I. McNear.
First Vice-President—Mrs. James H. Stryker.
Second Vice-President—Mrs. John E. Foster.
Recording Secretary—Miss Mildred Droege (elected January, 1922).
Corresponding Secretary—Mrs. G. P. McHenry.
Treasurer—Mrs. Fred A. White.

The Auxiliary helps maintain quarters (at \$1,000 per year rent), where a Baby Clinic, The Red Cross, The American Legion, The Grand Army of the Republic, the W. C. T. U. and the Building and Loan Association hold necessary meetings, and which houses a Library of from three thousand to four thousand volumes.

The various churches, the Camp Fire Girls use our rooms for their Cake Sales and Bazaars, during the summer season.

By means of plays, cake sales, rummage sales, card parties and bazaars we have raised \$1,037.74 during the year; \$472.29 we have in an interest bearing building account.

We have contributed to the "Portrait Fund" for Mrs. Yardley's picture to the Legislation Department of the



OCEAN BOULEVARD—LOOKING EAST.

See page 655



SOME OF THE ORIGINAL TROOP OF BOY SCOUTS.

Federation, to the Browsing Corner of the New Jersey College for Women, and presented to the Community Club a fine American Flag.

We have sent a delegate to the Conference at Atlantic City in 1921, have had representatives at the Third District Conference in Perth Amboy, at the Women's Club of Woodbridge Township, at the Legislature Conference in Newark and at the Woman's Club of Red Bank.

We had two candidates running for the Board of Education, and while they were defeated, they made an excellent showing.

Our meeting days are the second and fourth Wednesdays of each month.

We can boast of a strong co-operative spirit; while we are not an organization of strong club women we feel that we have accomplished a great deal the past year.

Respectfully submitted,

(Signed) HELEN I. McNEAR,

April, 1922.

President.

HOME CIRCLE.

Organized, May 10, 1917.

Place of business—30 Bayview Avenue. Mrs. W. S. Auchincloss, President; Mrs. O. A. Brown, Recording Secretary; Miss E. R. Snyder, Treasurer.

Purpose—The preparation of Hospital Garments, etc., for sick and wounded soldiers. Made and shipped in the first year, 2,119 articles or parcels.

New Name—In November, 1919, the war being over, the Circle changed its name and has since been known as: "Bible Workers for Neighbor's Aid." Place of business and officers same as when organized.

Output—During year ending 1918—2,119 parcels, etc. During year ending 1919—395 parcels, etc. During year ending 1920—524 parcels, etc. During year ending 1921—261 parcels, etc. During year ending 1922—220 parcels, etc. Total—3,519 parcels, etc.

Distributed as follows: France, Scotland to the Continent, Garrison at Forts Hancock, Wadsworth, Hamilton, Fortress Monroe, Camps Dix, Merritt, Custer in Michigan, McClellan, in Alabama, Meade in Baltimore, Md., Zachary Taylor in Kentucky, Dr. Blake's Hospital in Paris, General Hospital No. 9, Long Branch Hospital, Seaman's Church, Navesink, Locust, N. J., Atlantic Highlands District Nurse, "The Pines" at Vincentown, N. J., Troops at Seaside Park, U. S. Marine Corps, Highland Light Infantry, Atlantic Highlands, Lakewood. 25 different localities.

ST. AGNES CLUB.

St. Agnes Club was formed by Reverend William P. Tighe, Pastor of St. Agnes Church, in October, 1916. The object of the club is to promote the social interests of the members of that congregation. Its activities are not confined to the church, but play a prominent part in the social life of our town.

The club rooms were at first in the Dolby building, but now it has beautiful quarters in what is known as the Lyric Theatre. The first officers of the club were:

President—Peter Dunne
Vice-President—Martin Dowd

Secretary—John J. Mulligan
Treasurer—Mrs. John Woodward

The present officers (1922), are:

President—George McVey.
Vice-Pres.—Edmund Linzmayer.

Secretary—Marie Savage.
Treasurer—Kathryn Graham.

The membership is composed of the parishioners of St. Agnes Church, and it is a credit to the church and the town.

("The Atlantic Highlands Journal," February 23, 1922.)

GAS COMPANY IS REORGANIZED.

Standard Gas Company Changed to County Gas Company—\$75,000 Improvements Planned.

"The name of the Standard Gas Company was changed to the County Gas Company at a meeting of the new owners in Philadelphia last Monday, when a company was organized.

"The officers elected for the County Gas Company are R. L. Montgomery, president; William J. Clothier, of Philadelphia, vice-president; Howard A. Stockton of Atlantic Highlands, vice-president and general manager, and Elbert Williamson of Philadelphia, secretary and treasurer.

"The Standard Gas Company was recently sold at auction by the receiver, Joseph E. Stricker of Perth Amboy, to its bondholders, for \$25,000. The bondholders organized at Philadelphia last Monday and formed a new company, and also changed the name to the County Gas Company.

"The new company has contracted with the U. G. I. Contracting Company of Philadelphia for plant improvements for the plant in this borough. These improvements will consist of new generating apparatus, a new 300 h. p. boiler, new purifiers, compressors, oil tanks, blowers and

other auxiliary equipment. When these improvements are completed, the production capacity will be increased from 800,000 cubic feet per day, to 2,000,000 cubic feet per day, according to General Manager, Howard A. Stockton. This will enable the company to furnish uninterrupted service for several years.

"In addition to the above improvements, the company contemplates installing 600 new meters and services. This will be a bit of good news to the new applicants whose applications have been on file for several months. The company expects to start work on these applications just as soon as the material, which has already been ordered, arrives."

CHAPTER III.

HISTORY OF MIDDLETOWN TOWNSHIP BRANCH AMERICAN RED CROSS.

FOREWORD.

At an Executive Committee meeting of the Branch, held on April 24th, 1919, it was decided that a history of the Branch and its Auxiliaries be written. This was in no spirit of pride of self-satisfaction, but it was thought the work and activities of the Branch should be recorded before many things were forgotten; and that it will be of greatest interest, in the years to come, to learn what the Middletown Township Branch had done during the years of the great World War, and how well the people responded to the call of patriotism, loyalty and service in the Red Cross.

J. H. Schaeffer
Miss A. B. Waldron
Mrs. J. E. Foster
Mrs. E. B. Abel
Mrs. G. P. McHenry

Atlantic Highlands, N. J., September 10, 1919. Committee.

OUTLINE.

- I. Organization and Story.
- II. Administration.
- III. Work.
 - (a) Surgical Dressings.
 - (b) Hospital Garments.
 - (c) Knitted Goods.
 - (d) Canteen.
 - (e) Publicity.
 - (f) Drives for Used Clothing.
- IV. Finances.
- V. Auxiliaries.
- VI. Membership.
- VII. Summary of Work and Finances

I.—ORGANIZATION AND STORY.

The Red Cross of Atlantic Highlands and vicinity was organized and began its work in the momentous month of April, 1917. The probability of America's entry into the war was daily increasing, and it was felt that something should be done. So a "Call to the Colors" was issued, and on April 2nd, 1917, a public meeting was held in the Lyric Theatre at 3:30 P. M. Miss A. B. Waldron presided, and called upon Mrs. Rowell Edgar to explain the purposes of the Women's Defense League, since it was decided to or-

ganize a branch of that organization. Mrs. Col. Hamilton read a letter from Colonel Scarrit of Fort Hancock, stating what would be necessary in case of war; among other things, the making of sandbags.

Mrs. John E. Foster was elected temporary chairman of the meeting; Miss Agnes Lancaster, secretary, and Mrs. E. H. Cook, treasurer. Contributions for memberships, etc., were solicited, and \$55.11 was raised.

On Saturday, April 7th, 1917, another public meeting was held in the Majestic Theatre, Mrs. John E. Foster presiding as chairman. War having been declared by the United States upon Germany on Friday, April 6th, 1917, it was decided that the organization become a part of the American Red Cross, to be known as the Middletown Township Chapter of the American Red Cross. The following officers were elected:

Chairman—Miss A. B. Waldron.
 1st Vice-Chairman—Mrs. John E. Foster.
 2nd Vice-Chairman—Mrs. John C. Lord.
 Secretary—Mrs. Arthur Naylor, Jr.
 Treasurer—Mrs. E. H. Cook.
 Publicity Chairman—Mrs. H. B. Hart.
 Chairman of Finance—Miss Elizabeth Van Mater.

Mrs. S. S. Mickens was appointed chairman of a committee to secure a suitable place for the work of the organization. Mrs. E. K. Camp was appointed chairman of Military Relief and Supplies; Mrs. Percy Roche, Canteen Service. Application was made to National Headquarters of the American Red Cross at Washington, D. C., for authority to form a chapter. This authority was granted to the following persons, as a "temporary committee on organization":

The names on the application follow:

Chairman—Annie B. Waldron.
 Secretary—Mrs. Arthur Naylor, Jr.

Annie B. Waldron	Aurilia B. Foster (Mrs. Wm. E.)
Alida Cook (Mrs. E. H.)	Nellie Brannin
Gertrude A. Naylor (Mrs. Arthur, Jr.)	Marjorie Wainright
Esther H. Naylor	Flora N. Pinkus
Lois H. Roche (Mrs. Percy)	Jane Emery Camp (Mrs. E. K.)
Luella E. Foster (Mrs. John E.)	Edith Edgar Watkins

The date of this "Authority to Form a Chapter" was April 11th, 1917. The territory was "Keansburg, Atlantic Highlands, Port Monmouth, Belford, Hoppings, Leonardo, New Monmouth, Middletown, Water Witch, Highlands, Locust, N. J., except parts of said territory as are now or

here after may be organized under separate Chapters," and the chapter was to be called the "Middletown Township (Atlantic Highlands) Chapter." On May 16th, 1917, a charter was officially granted by the Washington Office of the Red Cross to the "Middletown Township (Atlantic Highlands) New Jersey Chapter," . . . "to have for its jurisdiction Port Monmouth, New Monmouth, Belford, Leonardo, Locust, Highlands, Water Witch, Navesink, New Jersey; except such portions of said territory as have already been organized."

Work was begun at once. It having been suggested that sandbags be made, burlap was purchased, Miss A. B. Waldron agreeing to pay for the same if necessary. Mr. C. L. Duvale of Highlands made a donation of \$200 to be used for some foreign service, or some form of home defense. As these sandbags were to be used at Fort Hancock, Mr. Duvale was willing to have the money used for the burlap. In all, 2,548 were made. Headquarters were established in the Hartcorn Building. Mrs. M. H. McHenry was elected secretary on April 18, 1917, in place of Mrs. Arthur Naylor, Jr., resigned. The regular work of the Red Cross was begun after the sandbags were completed, and continued.

The most successful parade ever seen in Atlantic Highlands was held on Registration Day, June 15, 1917, instigated and promoted by the Red Cross, under Miss Waldron's direction. There were 69 decorated autos, over 1,000 children in line, and about 8,000 people at the Amusement Park. The speaker of the day was Honorable Elmer Geran. Every organization was represented in the parade. There were a number of floats, arranged by Miss Martha Hill, of Navesink, two in particular provoking most favorable comment. One showed the Red Cross relieving a stricken soldier; the other represented all the allies. The Canteen Committee, under Mrs. Charles R. Snyder, served over 400 people at the Amusement Park.

During May a First Aid Class for young women was organized. This class was instructed Dr. B. E. Failing up to the time of his entering camp at Fort Oglethorpe on June 13, 1917. Dr. J. H. Van Mater completed the course of instruction. Miss Margaret Purvis, who some time later went as a Red Cross nurse to France, taught a class in Home Nursing at the same time.

On August 6th, 1917, the Chapter was formally organized into the "Middletown Township Branch of the Monmouth County Chapter," this form of organization being determined upon at that time. Under this new form of

organization "the territorial jurisdiction of the Middletown Township Branch shall be all of the Middletown Township excepting the village of Middletown."

The first annual meeting was held on October 1st, 1917. On account of the burden of work, Miss Waldron felt she could no longer serve as chairman, and J. H. Schaeffer was elected in her stead. The other officers for the ensuing year were as follows:

Vice-Chairman—Mrs. John E. Foster.

Secretary—Mrs. M. H. McHenry.

Treasurer—Mrs. E. H. Cook.

Chairman of Administration—Robert Hartshorne.

Chairman of Military Relief—E. K. Camp.

Chairman of Civilian Relief—M. A. Rice.

Chairman of House Committee—Mrs. Horace Moody.

Chairman of Home Service—Wm. Reichman, Belford.

Chairman Emergency in Disaster—R. H. Garrison.

Chairman Home and Country Nursing—Mrs. E. K. Camp.

Advisory Committee—Hon. John E. Foster, Robert Hartshorne,

M. A. Rice.

Committee on Junior Membership—M. A. Rice, G. H. Roberts, New Monmouth; W. J. Roberts, Atlantic Highlands.

Chairmen of Auxiliaries—Navesink, Mrs. J. C. Lord; Leonardo, Mrs. Philip Leonard; Belford, Mrs. Laura Lee; New Monmouth, Miss Anne Walling; Monmouth Hills, Mrs. Chas. Raymond; Highlands, Mrs. C. L. Duval.

On or about November 1st, 1917, work on Christmas packets was begun. The aim of the Red Cross was that every man in the service, at home or abroad, should get a Christmas packet. Middletown Township's quota was 120. Mrs. H. H. Bowtell was chairman of the committee in charge. About \$187.50 was raised, the goods purchased, and the various members from the auxiliaries came to the Red Cross Rooms at Atlantic Highlands to make up the packages. Fruit, candy, puzzles, games, handkerchiefs, a trench mirror, and various other articles were put in, a list being sent from Headquarters from which a choice could be made. 150 were made and sent off on time, before November 15th. These packages were part of the allotment sent to France.

A Community Christmas Tree Celebration was held at Fort Hancock on Christmas Day, 1917, under the auspices of the Branch, since this post came within its territory. A great tree had been erected near the gymnasium, strung with colored electric lights. The post band played the Christmas carols, the words of which were thrown on the screen so all could sing under the directorship of Edward Haefel of Navesink. Colonel S. T. Champion made a stirring address, and others spoke. After the exercises, the

men filed into the gymnasium, where each received a Christmas package. Over 3,300 packages had been requisitioned from the Atlantic Division, sufficient for every soldier, including those at the hospital, on guard duty, and in the guard house. In addition, a quarter of a pound of candy was given to each man. It had been intended that a hundred or more people from the Branch attend the exercises and help in the singing. At the last moment, however, passes were denied by the commanding officer to all but a small committee. Those attending were Mrs. H. H. Bowtell, Chairman, to whose energy and work the success of the affair was largely due; Mrs. A. F. Curtis of Navesink; Mrs. Marion Hazelton; Miss B. G. Bowtell, Mrs. A. E. Hartcorn, Miss Ruby Hartcorn, Edmund Hartcorn, Herbert Hunter, S. T. Champion, Edward Haeffel and J. H. Schaeffer.

On December 28, 1917, a disastrous fire broke out in the Morrell building, First and Center Avenues, rendering eight families homeless, the members of which escaped only with the clothing they wore. R. H. Garrison, Chairman of "Disasters" saw that all found shelter. An appeal was made for clothing, and under the leadership of Mrs. J. W. Cutler, and Mrs. W. B. Kelly, before 11 A. M. quantities of clothing had been given. Chief of Police J. H. Snedeker and others raised money to purchase food and necessities, and the families were soon adequately cared for.

The days passed in greatest activity. The organization took part in the Liberty Loan Parade of April 26, 1918, more fully described under the work of the Canteen. They took part in the May Day Fete at Red Bank on May 18th, 1918, under the direction of Mrs. John E. Foster and Miss A. B. Waldron. The summer of 1918 was one of most intensive work, for the American Army was then in the field. The great German drives of the spring, the increasing number of our men in France, necessitated large quantities of supplies, and the work was turned out quickly, on time, and well done. Sacrifices were made and service cheerfully given by all. Large quantities of raw materials, gauze, wool and striped flannel were purchased in July, in view of the urgent need and probable future use. Mr. M. A. Rice advanced the money to buy about \$10,000 worth of goods, the same being refunded to him out of the Branch's proportion of the Second War Fund. Much of these supplies was on hand at the time of the armistice. During the following spring of 1919, the wool and flannel were sent to the Atlantic Division. The gauze and cotton were sent to the hospital at Lakewood, and also to the Long

Branch Hospital, the latter receiving the larger share. The local physicians and the visiting nurse were given smaller portions to be used in their work.

The great Morgan Explosion took place on October 12, 1918. Mrs. John E. Foster was at Red Bank attending a meeting of the Executive Committee of the Chapter when word came for assistance. She at once telephoned to Atlantic Highlands, where the rooms were filled with workers, and supplies were gotten ready. Two autos started at once for Morgan with workers and supplies, in charge of Chief of Police Snedeker and Commodore H. Taylor Sherman. These two autos according to the Red Cross "News Items" of November 11, 1918, were the first to arrive with hospital supplies. Three cars followed bearing volunteer nurses and doctors, viz: Mrs. E. K. Camp, Mrs. Chas. R. Snyder, Dr. H. A. Hendrickson, Dr. J. H. Van Mater and others.

In October, 1918, the influenza raged in Atlantic Highlands and vicinity as in other places. The situation here was serious. The local Red Cross did everything possible to help. Co-operating with the Board of Health, Mrs. E. K. Camp was appointed assistant health inspector. She visited every home where there was a case of influenza, saw that needed supplies of food and medicine were sent and nursing service given. She gave much of her own time to actual nursing. The Canteen Committee prepared food. Medicines were purchased, in one case a tank of oxygen; volunteer nurses were secured and everything possible was done to aid. There were but two deaths in Atlantic Highlands, the number being no larger because of the active measure of co-operation and service of the Red Cross with the Board of Health.

A very interesting thing should be recorded. On the day of the "false armistice" two tags from bundles of surgical dressings were received from Everard Ansley Wilcox, Captain, M. C. U. S. Army (The Hill, Augusta, Ga.). One bore the following inscription: "3rd Army Corps, A. E. F. 10-17-18. Used in the field with Pershing's Army on the Verdun Front—Sept. 26 to Oct. 17, 1918, Battle of the Argonne Forest. I am returning this with the thought that it may be an incentive to help the good work. Have used your triangular bandages on shell wounds of shoulder and hip on scores of our boys."

The Christmas packets for overseas men in the service were prepared under Mrs. Chas. R. Snyder's supervision. Only three pounds could be sent in each package, and only

upon coupon from the soldier. Cartons were provided by the Red Cross, 72 packets being sent out from the Branch.

The Christmas celebration of 1918 at Fort Hancock was in charge of Mr. E. K. Camp. Nothing elaborate was attempted, but some good things were provided for the boys. 580 packages were prepared at the Red Cross rooms under Mrs. Percy Roche's direction, containing cigarettes and tobacco. A large cake of chocolate and other things were given. Every enlisted man on the post was remembered.

Interest slackened very perceptibly after the armistice. Some knitting work was given, and a big allotment of clothes bags. This last allotment was not finished, and the unfinished work was taken over by the Chapter. During the summer of 1919 no work was done. As much as possible of the material was disposed of, and records gotten in shape.

The Welcome Home Celebration to the men in service from Atlantic Highlands and vicinity was held on Thursday, August 21, 1919. A splendid supper was served to all the boys, in the Majestic Theatre at 5 P. M. The whole work of preparing and serving this supper was done by the Canteen Committee of the Red Cross, under the leadership of Mrs. Ella Roberts and Miss A. B. Waldron. About 430 men were present. There was food in abundance; everything was done in the finest manner, and every one enjoyed it. It was altogether a credit to the Red Cross, and the efficiency of those who had the task in charge.

A Red Cross tent was erected on the park grounds, to render first aid, if necessary. This was in charge of Miss Margaret Gorman; Dr. J. H. Van Mater gave his services as well. About eleven people were cared for during the afternoon.

Some time in the early part of the year (1919) notice was sent the Branch that awards would be given for service. For workers giving 800 hours or more during a period of six months, an emblem would be given with a blue ribbon; if a second period of six months of work had been given, the blue ribbon would have one white stripe; for a third period of six months, a blue ribbon with two white stripes. All kinds of work were taken into account—surgical dressings, hospital garments, knitting, motor service, drives, administration and executive. The matter of naming those entitled to these awards was most difficult, for no record of time or hours had been kept. All gave

service cheerfully. The Executive Committee, after much thought and with all the information possible, made out a list as follows:

BLUE RIBBON WITH 2 WHITE STRIPES:

Mrs. Jane Camp, Atlantic Highlands.
Mrs. Mary J. Reichmen, Belford.
Mrs. Jane Crane, Belford.

BLUE RIBBON WITH 1 WHITE STRIPE:

Mrs. Clara L. Hendrickson, Atlantic Highlands.
Mrs. John E. Foster, Atlantic Highlands.
Mrs. S. S. Mickens, Atlantic Highlands.
Mrs. Chas. R. Snyder, Atlantic Highlands.
Mrs. Walter J. Roberts, Atlantic Highlands.
Mrs. M. H. McHenry, Atlantic Highlands.

BLUE RIBBON:

Atlantic Highlands:

Mrs. E. H. Cook	Mrs. Marion Hazelton
Mrs. J. W. Cutler	Miss Beatrice Botjer
Mrs. H. H. Bowtell	Mrs. J. E. Flitcroft
Mrs. Geo. W. Bristol	Mrs. Ella Roberts
Miss A. B. Waldron	Mrs. Wm. B. Kelly
Mrs. Wm. Oakes	Mrs. E. B. Abel
Mrs. Harold Childs	

Locust:

Mrs. Latham Reed

Navesink:

Mrs. J. C. Lord

Mrs. Walter B. Connor

Leonardo:

Miss Helen I. McNear

Monmouth Hills:

Mrs. S. A. Brown

Belford:

Mrs. Edith Jeffers	Mrs. Rudolph Lang
Mrs. Granderath	Mrs. J. Edward Johnson
Mrs. Laura Lee	Mrs. Frank Grant

New Monmouth:

Miss Anne Walling

FAWN-COLORED RIBBON:

Atlantic Highlands:

Miss Agnes Lancaster	Mrs. E. R. Champion
Mrs. Robert Flett	Miss Edith Whittingham

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Mrs. E. S. B. Loretz
 Mrs. John Geary
 Mrs. M. Marigold
 Mrs. R. H. Garrison
 Mrs. George Barrett
 Miss Elizabeth Van Mater
 Miss Alice White
 Mrs. Thos. Pelcher
 Miss Ruby Hartcorn
 Mrs. Wm. L. Wells
 Mrs. L. Falkinburg
 Mrs. J. H. Van Mater
 Mrs. Florence Duletto
 Mrs. R. Farrulo

Mrs. A. E. Mount
 Mrs. Ira Antonides, Jr.
 Mrs. J. E. King
 Mrs. Horace Moody
 Mrs. John L. Perrine
 Mrs. John Keir
 Mrs. S. T. Champion
 Mrs. James S. Mason
 Mrs. W. E. Manning
 Mrs. A. E. Hartcorn
 Mrs. A. J. Purvis
 Mrs. A. C. Oliver
 Miss Mamie Martin
 Mrs. M. Louise Conover

Robert Hartshorne

Highlands:

Miss Mary Trask

Mrs. Elizabeth Clark
 Miss Mary Mount
 Walter B. Connor
 W. S. Golden

Navesink:

Mrs. Arthur Johnson
 Miss Martha Hill
 William Swan

Mrs. Jessie Bennett
 Miss Carie E. Harrison
 Mrs. Martha O'Keefe
 Mrs. Camilla Nelson
 Mrs. Charlotte Phraner
 Mrs. Ella Van Alstyne
 Mrs. Henrietta Brown Crate
 Miss Esther H. Johnson
 M. A. Rice

Leonardo:

Mrs. Philip Leonard
 Philip Leonard
 Mrs. A. D. Meloy
 Mrs. Ida Davis
 Miss Lillian Larsen
 Mrs. Lillian Miles
 Mrs. Elizabeth M. Noble
 Mrs. Lillian Southall
 Mrs. Anna Leonard

Mrs. O. W. Budlong
 Mrs. Geo. Keifer
 Mrs. Frances MacConnell
 Mrs. Louis S. Richmond
 Miss Maud Roop
 Mrs. Oscar Lund
 Miss Lulu Eastmond
 Mrs. Jennie Johnson
 Louis Richmond

Belford:

Mrs. Edward Bennett
 Miss Leila Budlong
 Mrs. Clarissa Hoyer
 Mrs. S. L. Palmer
 Mrs. Irving Roop
 Miss Ethel Runyon
 Mrs. M. F. Trimble
 Miss Gertrude Richmond
 Edward Bennett

Mrs. A. T. Sutphin
 Miss Margaret Reddington
 Mrs. Wm. Morford
 Miss Dot Seeley, Belford
 Howard W. Roberts

New Monmouth:

Mrs. M. C. Cassilly
 Mrs. D. T. Hendrickson
 Miss Gertrude Roberts
 Miss Mary E. Salmon

Mrs. Emma Vernell
 Mrs. Margaret Stout
 Mrs. B. Hickey
 Mrs. Elizabeth A. Connor
 Miss Rachel Stillwagon

Everett:

Mrs. J. B. Stillwagon
 Mrs. Lawrence Carton
 Miss Elizabeth Vernell
 Miss Helen Kelly

Port Monmouth:

Mrs. John Eastmond
 Mrs. Henry DeGrote, Jr.
 Miss Ethel Wilson
 Mrs. William Wilson
 Mrs. Lida Hyers
 Mrs. Joseph Carter
 Mrs. J. Howard Smith
 Horace G. Smith

Mrs. J. H. Bade
 Mrs. Chas. Rutt
 Mrs. John Maxson
 Miss Lettie Wilson
 Mrs. William Carmen
 Mrs. C. A. Burlew
 Mrs. Anthony Gibson

Monmouth Hills:

Mrs. E. S. Atwood
 Mrs. Chas. W. Raymond
 Mrs. E. DeCoppet
 Mrs. H. H. Seabrook
 Miss Samuella Brown
 Mrs. Robert Winsmore

Mrs. Lawrence Hasbrouck
 Mrs. E. Price-Jones
 Mrs. Livingston Middleditch
 Mrs. Fred Mandeville
 Mrs. Edward Holbrook
 Miss Alberta Brown

Atlantic Highlands:

W. J. Roberts
 E. K. Camp
 Hon. John E. Foster

H. H. Bowtell
 George W. Bristol
 J. H. Schaeffer

II.—ADMINISTRATION.

The Branch was most fortunate in the selection of the men and women who administered its affairs. A strong organization was effected at the beginning, which accounts for the efficient way in which the work was carried on. The Chairman, Miss A. B. Waldron, was most energetic and capable, and she was aided by a strong corps of assistants, many of whom hold office at the present time. Some have been compelled to resign because of ill-health, or for other reasons. The names of the principal officers of the Branch are as follows:

Chairman—Miss A. B. Waldron, from the date of organization to October 1st, 1917; succeeded by Rev. J. H. Schaeffer, who has held office to the present.

Vice-Chairman—Mrs. John E. Foster, since date of organization.

Secretary—Mrs. Arthur Naylor, Jr., from date of organization to April 18, 1917, when Mrs. G. P. McHenry was elected. Mrs. McHenry was compelled to resign by reason of a nervous breakdown on August 15th, 1918. Mrs. E. B. Abel has been Secretary from October 1st, 1918, to the present.

Treasurer—Mrs. E. H. Cook, from organization to January 1st, 1918; succeeded by Mrs. Walter J. Roberts.

Chairman of Military Relief—E. K. Camp, elected July 24th, 1917, serving at present.

Chairman of Civilian Relief—M. A. Rice, elected July 24th, 1917, serving at the present time.

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Chairman of Administration—Robert Hartshorne, from organization to May 29th, 1918, when he resigned to go to France; succeeded by H. Taylor Sherman.

Chairman of Surgical Dressings—Mrs. E. K. Camp, organizer of Department, in office until October 1st, 1917; succeeded by Mrs. H. A. Hendrickson, who served for one year, and was succeeded on October 1st, 1918, by Mrs. John W. Cutler.

Chairman of Hospital Garments—Mrs. S. S. Mickens, from organization to October 1st, 1918; succeeded by Mrs. E. B. Abel.

Chairman of Wool Committee—Miss Agnes Lancaster to April 1st, 1918; succeeded by Mrs. John E. Foster.

Chairman of House Committee—Mrs. Horace Moody elected October 1st, 1917, serving until April 1st, 1918; succeeded by Mrs. T. H. Patterson, assisted by Mrs. J. E. King.

Chairman of Publicity—George W. Bristol.

Chairman of Canteen—Mrs. Percy Roche from organization to May 16th, 1917; succeeded by Mrs. Charles R. Snyder, who resigned April 15th, 1918; Mrs. Ella Roberts was then elected, and has served to the present time.

Chairman of Home Service—Philip Leonard, appointed February 28th, 1918, still serving.

Advisory Board—Hon. John E. Foster, M. A. Rice, Robert Hartshorne. Upon Mr. Hartshorne's going to France, Mr. William B. Kinney of Locust was elected to succeed him.

Finance Committee—H. C. Van Note, Chairman; Ralph Garrison, Fred A. White. Mr. Van Note was later succeeded by Mr. White as Chairman, though still continuing as a committee member.

Purchasing Committee—William W. McMeekin, M. A. Rice, Mrs. John E. Foster, Mrs. E. K. Camp. Mr. McMeekin and Mr. Rice were of especial service on this committee because of their expert knowledge of materials, and their ability and opportunity for purchasing same to the greatest advantage.

Motor Service Committee—Mrs. H. H. Hazelton, Chairman; Mrs. S. P. Harris, Mrs. A. D. Meloy, Mrs. J. W. Cutler,

Chairman Distribution and Supply Committee—Mrs. J. W. Cutler.

All these officers and committees served with exceptional ability and faithfulness, but it seems fitting to mention a few in particular. The Advisory Committee was of greatest service: Judge Foster, whose advice and judgment were always good and freely given, and whose suggestions were always valuable; M. A. Rice, who as chairman of the Purchasing Committee and of all Drives was of exceptional service to the Branch; and Robert Hartshorne, whose personal influence secured many members, much financial aid and a valuable part of the territory. Mrs. John E. Foster, Vice-Chairman, whose good judgment and able manage-

ment, great activity and tact contributed so much to the success of the work; Mrs. G. P. McHenry, Secretary, energetic and most efficient.

The chairmen of the various auxiliaries were most faithful in the performance of their duties, inspiring their fellow-workers to greatest effort, and promoting harmony and co-operation. The successful work of the Branch is due in no small degree to the loyal support of the auxiliaries. In almost every case the original chairman elected has served the entire time. The names of auxiliary chairmen are as follows:

Monmouth Hills—Mrs. Chas. Raymond from organization to January 1st, 1918; succeeded by Mrs. Samuel A. Brown, the present chairman.

Navesink—Mrs. John C. Lord, from organization to date.

Leonardq—Mrs. Philip Leonard.

Belford—Mrs. Laura Lee, from date of organization.

New Monmouth—Miss Dot Seeley of Belford; succeeded the second year by Miss Anne Walling, the present chairman.

Port Monmouth—Mrs. J. Howard Smith, to October 1st, 1918; succeeded by Mrs. Lida Hyers.

Everett—Mrs. J. B. Stillwagon, since organization.

III.—WORK.

The spirit of the American people was never more truly shown than by the manner in which they plunged into the work of the Red Cross. The nation was at war, each one must do a part, and the boys at the front must be supported in every possible way. Those at home took up the Red Cross work with a spirit of co-operation, patriotism and sacrifice which was marvellous, and inspiring in the highest degree. Throughout the territory of the Branch the membership was most loyal. No effort was too great, no demand too heavy, no quota too large; but with magnificent spirit and power all turned to do their utmost. No appeal went unheeded. All differences were forgotten. All were red-blooded Americans, putting their force, their patriotism, their consecration, into the work of supporting the boys in service, and thereby helping to win the war. The output of the work of the Branch is one of which it may well be proud. No article was ever returned because of failure to meet requirements, and every quota was finished on time.

The work in more or less detail is now presented:

(a)—SURGICAL DRESSINGS.

As soon as possible after organization of the Branch, the Surgical Dressings department was started by Mrs. E. K. Camp. A trained nurse herself, Mrs. Camp was of invaluable assistance in getting this department organized on a splendid working basis. Through her efficient and skillful management, tables were set in order, committees appointed, and the workers arranged for on such a schedule that the work went on continuously. She was supervisor until October 1st, 1917, but a worker in the department always.

Mrs. H. A. Hendrickson was appointed October 1st, 1917, and served one year. She was a most efficient worker herself, and her personality and tact did much to promote harmony and co-operation.

America being now in the war, the work was speeding up, quotas becoming larger. In the spring of 1918, when the great German drives were commencing, it was seen that the greatest possible effort was needed. The large room at Atlantic Highlands became entirely filled with tables, and crowded with workers. Every particle of space was utilized. Besides the usual workers, Mrs. H. H. Hazelton had charge of a group of young men. The High School girls came in after the school had closed for the day. In the evening, St. Agnes Club, the A. M. E. Unit and colored workers were kept busy, together with all others who would come. The Leonardo Auxiliary came for one day a week. Through the efforts of Mrs. Horace Moody, an electric cutter was purchased, and this facilitated the work. On or about November 1st, 1917, an Instructor in Surgical Dressings was secured, who gave a course of lessons covering ten weeks. The class contained the full number permitted, twenty.

In order, however, to fill the ever increasing and enlarging quotas, it was seen that the auxiliaries must engage in the work of surgical dressings in their own localities. Hence the old Library Building at Navesink was fitted up as a work room, and dressings made there by that Auxiliary. Dr. and Mrs. H. A. Hendrickson gave the use of their house at Lenison. This, also, was equipped, Belford Auxiliary using the lower floor and New Monmouth Auxiliary the upper. Here work was done every day except Sunday.

Mrs. Charles R. Snyder, who was a member of the class above mentioned, was appointed Surgical Dressings Instructor of the Branch, and later, Assistant Instructor of

the County Chapter. From April 15th to May 30th, 1918, she instructed classes at various points, Navesink, Lenison, Monmouth Hills and Atlantic Highlands, arranging a schedule of lessons, instructing, examining, encouraging, until she was almost broken down in health. Her services cannot be too highly regarded or commended.

The rooms at Atlantic Highlands and of the Auxiliaries were always filled with willing workers. As many as fifty were counted one hot afternoon at Atlantic Highlands. Mr. George W. Bristol, writing in the Atlantic Highlands Journal of June 5th, 1919:

" . . . a sight we witnessed one evening in the early spring of 1918—a rainy, snowy night, the ground covered with slush, the wind raw and cutting. Late that evening we happened along First Avenue—there was only one building from which a light shone—it was the Red Cross Rooms, and as we stood there on the sidewalk in the snow and rain, we counted fifty-seven women and girls making surgical dressings. There was no laughing or talking, each one worked with a sober determination worthy that of a soldier in the trench; and as we stood there and watched them, we thought how in each pad there was wrapped a sweetheart's tear, and in each bandage there was rolled a mother's prayer. It gave us a feeling of pride in the Red Cross we had never experienced before, the same pride which you experienced when Mr. Schaeffer held up in front of you the two little tags which went out on a couple of packages of your dressings, and came back later with an inscription written on the back by the surgeon who used them, saying that your dressings, made here on First Avenue, had been used on wounded soldiers in "No Man's Land," on the Verdun front, and you wondered who the soldier might be whose life had perhaps been saved by those bandages."

Thus the work went on with unabated vigor until the armistice, and word was soon after received that the making of surgical dressings was no longer necessary. Then all realized how busy they had been, and also the high pressure and strain under which they worked. The record of the work done by this committee is found in the "Summary."

(b)—HOSPITAL GARMENTS.

Mrs. S. S. Mickens was appointed Chairman of the Hospital Garments at the organization of the Branch, and held that position until October 1st, 1918, when Mrs. E. B. Abel succeeded her. The record of this department in

the "Summary" shows the great variety of articles made, as well as the great quantity. The work was usually apportioned among the auxiliaries, who never failed. Many women gave much time, sacrificed pleasure and recreation in order to help in the work.

(c)—KNITTED GOODS.

No small part of the Hospital Garments Department was that of the Knitted Goods. Large allotments were given the Branch, and filled. Wherever one turned, there were knitters busy. The high water mark of production was reached in the summer of 1918, when the Branch turned out 800 pairs of socks, besides 150 sweaters, 64 scarfs, 32 helmets and 19 pairs of wristlets, between August 1st and October 1st. This large order was apportioned among the auxiliaries by the chairman of the Wool Committee, Mrs. John E. Foster, and every one of them "went over the top."

Through money raised by Mrs. J. E. King by means of flower sales during the summer of 1918, a sock-knitting machine was purchased and operated at Atlantic Highlands, principally by Mrs. Percy Roche. Mr. Lewis S. Thompson, of Lincroft, presented a machine to the Everett Auxiliary, where Mr. J. B. Stillwagon became especially proficient. Every boy in the service who went out from Middletown Township, or that part of it covered by the Branch, received a set of knitted goods, sweater, helmet, scarf, wristlets and a pair of socks, or as much of the set he desired. Knitted goods were also sent to Camp Dix, Camp Vail and Fort Hancock, as need arose.

(d)—CANTEEN COMMITTEE.

Mrs. Percy Roche was the first chairman of this committee, being elected on April 7th, 1917. The first work done was to provide cots and other material comforts for the soldiers sent here to guard our piers, stand-pipe and station. She was succeeded by Mrs. Charles R. Snyder on May 16th, 1917.

On Registration Day, June 5th, 1917, when the parade disbanded at the Amusement Park, the Canteen Committee served over 400 people with sandwiches, coffee, etc.

On Liberty Loan Day, April 26th, 1918, another large parade was held. All the town organizations took part, and also 250 officers and men of the 57th Company, from Fort Hancock. A supper was served to these men, and others, in the basement of the Central Baptist Church, and

consisted of roast beef, mashed potatoes, cake, pie, coffee, cigarettes, cigars, etc. The manner in which the supper was served, together with everything pertaining to it, reflected the greatest credit upon the whole organization. Miss A. B. Waldron was chairman pro tem of the Canteen Committee at that time.

Mrs. Ella Roberts now became chairman. During the summer of 1918, and the following months, the committee collected jams, jellies, fruit, etc., which was sent to the Hospital at Fort Hancock. During the influenza epidemic of October, 1918, the committee prepared food and broth for the various patients, which was distributed by Mrs. E. K. Camp.

The Welcome Home Celebration for Atlantic Highlands and vicinity was held on Thursday, August 21st, 1919. After the parade, the Canteen Committee served supper in the Majestic Theatre, at five o'clock, P. M. A splendid meal was provided, consisting of clam chowder, chicken, ham, corn on the cob, potato salad, cake, pie, ice cream, coffee, cigarettes, cigars, etc. About four hundred men were served, three hundred of whom were service men, and the rest the G. A. R., Y. M. C. A. secretaries, Mayor and Borough Council, and guests. Most of the food was given upon solicitation of the Committee, the meats and a few other things being paid for out of the Welcome Home Celebration budget. It was a most successful affair from every point of view, and the many workers labored with efficiency and good will. Miss A. B. Waldron was chairman pro tem of the committee, Mrs. Roberts not being physically strong enough to assume the full duties of the Chairmanship.

(e)—PUBLICITY.

Mr. George W. Bristol took care of Red Cross publicity. His committee was composed of various members, one from each auxiliary. These sent the news items to him, which he incorporated in the "Red Cross Chat" in the local "Journal." This column was maintained each week up to June 1st, 1919, and each issue was eagerly looked for. News of the work of the national organization, of the Branch and of the auxiliaries was given, letters from boys in service appearing from time to time. This Red Cross Column was of greatest value to the work in that the various parts of the Branch were kept in touch with each other, and in addition, Red Cross work in general was kept constantly before the local public.

(f)—DRIVES FOR USED CLOTHING.

Two "used clothing" drives were held, for the Belgians and others, both being under the direction of Mrs. W. B. Kelly. The first was held about September 1st, 1917, and over a ton of garments of all sorts was collected. These garments were packed in the rooms of the St. Agnes Club, and shipped from there. The second drive, held in the spring of 1919, brought great quantities of clothing and shoes. Twenty-nine bags in all were collected.

The spirit of work and service manifested throughout the Branch by its auxiliaries and entire membership was most inspiring. Home duties and tasks were often neglected or postponed in order to do Red Cross work. No call was unheeded, no sacrifice too great. There was co-operation and harmony as soon as all understood what the work was like, all may look back with great joy and pleasure to those days of anxiety, of hard work and strain, when all "backed up the boys" in winning the war by service through the Red Cross.

IV.—FINANCES.

One of the most important features of any work is the financial part. The patriotism of the American people is shown by the way they responded to all appeals for money, and this is also true of the members of the Branch and all the people living within its territory. On the very day of its first meeting, April 2nd, 1917, as a part of the Women's Defense League, \$53 was raised in membership fees. Mr. C. L. Duval of Highlands gave \$200 to purchase burlap for sand-bags, 2,548 of which were made. When the organization became a Red Cross Branch, efforts to raise funds were continual. Several little girls, under the direction of Mrs. J. S. Flitcroft, gave an entertainment at the Casino on July 23rd, 1917, which netted \$62.69. Mrs. C. F. Boughton gave \$100 on June 23rd, 1917. Five men paid the rental of the Headquarters Rooms, namely, Hon. John E. Foster, Dr. I. Drummond, M. A. Rice, Robert Harts horn and Dr. Symonds. The borough furnished all electric current for light and power, free of charge. A football game was played on Thanksgiving Day, 1917, between the local High School boys and a team from Fort Hancock, the proceeds of which were given to the Red Cross. A lecture "The Telephone in the World War," by G. F. Illenberger, was given on February 7th, 1918, at which time other talent assisted. Pictures of the Liberty Loan Parade on April 26th, 1918, were sold by Mrs. Bristol. On May

24th, 1918, Mrs. Flitcroft put on a large entertainment entitled "The Passing Show," which netted \$212.68. The model of ship "Relief," made by Mr. C. E. West, was purchased for \$25, chances were sold on it throughout the Branch, and over \$500 was realized. This was in charge of Mrs. Bristol. Mrs. J. E. King held flower sales every Saturday during the summer of 1918. The Casino Unit gave a "Garden Fete" for the benefit of the Branch, on August 3rd, 1918, and \$900 was added to the treasury. These were some of the things done to raise money for local needs, in addition to the amounts received from the Branch's share of memberships and War Funds.

On or about the middle of February, 1918, the matter of an assured income to the Branch was deemed necessary in order to carry on the work. So the first monthly pledge drive was begun. Mr. H. H. Bowtell was the director, assisted by Mrs. W. J. Roberts, the very efficient Treasurer of the Branch, who looked after the large amount of clerical work necessary to keep the subscription lists and payments in perfect order. Every family within the territory of the Branch was visited, and a monthly subscription for six months was solicited. Collectors were appointed to make monthly collections. The drive was most successful; the people responded liberally, and over \$800 per month was secured, sufficient for all needs of the Branch. The time limit was September 15th, 1918, when a second drive was begun, the subscriptions to be given "until the end of the war or to 1920." This was also successful, but when the armistice was signed it became increasingly difficult to collect the subscriptions, and the whole matter was discontinued about December 15th, 1918.

The first national War Fund Drive was held June 18th to 25th, 1917. When the Executive Committee of the Chapter, as it then was, met to plan for the Drive, it was decided to wire National Headquarters of the Red Cross at Washington that "Middletown Township Atlantic Highlands New Jersey Chapter pledges \$500 to the great War Fund" (Minutes of June 13th, 1917). This was thought to be a goodly sum, but so well did the committee in charge do its work, and so liberally did the people respond that when the drive was over it was found that Middletown Chapter had given \$19,225. The men in charge were as follows:

Advisory Committee—Hon. John E. Foster, Robert Hartshorne, M. A. Rice.

Member of Advisory Committee in Charge of the Drive—M. A. Rice.

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General Staff: William W. McMeekin, Oscar K. Lichtenstein, Samuel Putnam, John Gemmell, Jr., Harold P. Childs, Walter McFarlane, Ralph H. Garrison.

Finance Committee—Charles Van Mater, Herman J. Cook, James W. Nichols.

The Second War Fund Drive was held May 20th to 27th, 1918. The officers in charge of this Drive, for the Branch, were as follows:

Chairman—W. W. McMeekin.

Treasurer—H. Taylor Sherman, Dr. H. A. Hendrickson, Rev. Wm. P. Tighe, Dr. James D. Trask.

The Women's Committee was composed of Mrs. H. H. Hazelton, Mrs. H. H. Bowtell, Mrs. M. E. H. Reed and Miss Adaline Wolfram. The quota given to Middletown Township Branch was \$12,000, and \$16,603.26 was raised, itemized as follows:

Navesink	\$ 417.30
Locust	2,363.50
Monmouth Hills.....	1,300.00
Chapel Hill.....	90.45
Belford	307.10
New Monmouth.....	370.35
Port Monmouth.....	218.76
Colored Auxiliary.....	140.65
Leonardo	3,560.85
Atlantic Highlands.....	7,843.30
Tag Day.....	351.00
	\$16,603.26

Through the efforts of Mrs. Marion Hazelton and Mrs. H. P. Childs, who held a tea and bridge on their lawn on August 16th, 1917, to raise funds for the purpose, the Branch acquired a considerable supply of sheets and pillow cases. These were held in readiness for the equipping of an emergency hospital, should one be required.

V.—AUXILIARIES.

The work of the Branch has been accomplished because of the faithful service and work of the various auxiliaries. Too much praise and credit cannot be given to them. All manifested the true spirit of loyalty, patriotism and sacrifice, doing everything possible to help win the war. It was a pleasure to see the spirit of work, and how all things were forgotten in the great effort to help the boys in every possible way.

The Chairman of each auxiliary has been asked to prepare a short history of the activities of her auxiliary,

and these histories follow, as written, placed in the order of the organization. Highlands having separated from the Branch a short general account is given. One fact should be stated regarding Navesink Auxiliary which does not appear in its history: viz., Navesink was doing Red Cross work in Library there for about two years prior to the organization of the Branch, as a part of the Red Bank Chapter.

The A. M. E. Unit, connected with the A. M. E. Church, Hillside, did excellent work during the summer of 1918, both in surgical dressings and hospital garments.

The St. Agnes Club Unit, connected with St. Agnes Roman Catholic Church, was also very active.

The Casino Unit operated during the summer of 1918. Besides knitting, they completed five hundred Layettes, which were very finely made. Their "Garden Fete" netted the Branch treasury over \$900. Mrs. F. W. DuBois was the Chairman.

Highlands Auxiliary was organized, Miss Waldron and others going down to Highlands for that purpose. Mrs. C. L. Duvalé was the Chairman. Excellent work was done along all lines—knitting, hospital garments, finance, membership and war drives. Some of the members came to the Atlantic Highlands Rooms and made surgical dressings. After a time, however, more or less friction developed, and after a conference between the chairman of the branch, Miss Luella Parker, who was then chairman of the Highlands Auxiliary, and Mr. Thatcher Brown, Chairman of the County Chapter, at the latter's office in Red Bank, it was decided that Highlands withdraw from this Branch and become a part of Red Bank Branch. This action was officially ratified at the meeting of the Chapter on March 4th, 1918.

VI.—MEMBERSHIP.

A few figures are here given of the membership:

October 1st, 1917—

75	Highlands
34	Monmouth Hills
35	Navesink
25	Leonardo
58	New Monmouth
54	Belford
286	Atlantic Highlands

567

October 1st, 1918—

40	Monmouth Hills
220	Navesink

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244	Leonardo
270	Belford
249	New Monmouth
19	Port Monmouth
41	Everett
1,126	Atlantic Highlands

2,209

September 1st, 1919—

12	Monmouth Hills.....	37	lapsed
165	Navesink	9	"
194	Leonardo	10	"
166	Belford	5	"
237	New Monmouth.....	4	"
91	Port Monmouth.....	17	"
65	Everett	5	"
18	Lincroft	—	
984	Atlantic Highlands.....	91	"
1,932		178	

POSTSCRIPT.

We feel that the history of the Branch would be incomplete without an especial word of appreciation of its present Chairman, Reverend J. H. Schaeffer.

Energetic and untiring, he has given personal service regardless of time or conditions, and to his tactful administration and never failing enthusiasm is due much of the successful working out of the organization plans.

Mrs. John E. Foster
Miss A. B. Waldron
Mrs. E. B. Abel
Mrs. M. H. McHenry
of the Committee.

CHAPTER IV.

THE BOROUGH OF KEANSBURG AND VICINITY.

1913

REAL ESTATE NEWS AND VIEW

By Mayor William W. Ramsay,

The First and Last Mayor of Keansburg,

(at present writing, March 27, 1922.)

Keansburg, With Its 300 Inhabitants in 1877, Compared With Its Summer Population of 10,000 in 1913—How It Has Developed.

In the spring of 1877, or, to be accurate, Sunday morning, March 22nd, at half-past nine o'clock, I arrived at the Methodist Episcopal Church in Keansburg, as pastor for the ensuing year. I soon learned that the hamlet (known at that time as Granville) consisted of about 300 inhabitants, whose occupation was devoted to that of clamming and farming. At this period, I was in my 19th year, with one year's experience as a preacher in charge. I found that the youth of a preacher had a tendency to draw large congregations. During the first year of my ministry, here, before the month of August, a revival broke out and many conversions took place. The following January, another revival closed with 127 conversions. My salary had been fixed at \$200 a year and I had the privilege of "boarding around."

At this period in the history of Granville the most prominent citizens were Martin Wood, John S. Lankenau, William Tanner, Daniel H. Robinson, John Graves, Adam Carr and James T. Chadwick, the latter being the light-house keeper, a man above the average intelligence and of fine Christian character.

On my second year, my salary was raised to \$375, and boarding among the people. During that year I was married to Eliza S. Wood, on September 5th, 1878, my father performing the ceremony in the Keansburg church. At the close of the conference year I decided to settle in Keansburg and make it my permanent home. That year I traveled for a large New York City wholesale house, my route including the New England States. The following year I

conducted the Wood Farm. In 1881 I bought the family property where the post office is now located and opened a general store. Being desirous of developing the town, I proceeded to have a post office established, a luxury which we had not hitherto enjoyed. At the suggestion of Dr. E. F. Taylor, of Middletown, I got up a petition which contained the names of 132 signers, and called upon the Honorable John Kean of Elizabeth, who was a candidate for Congress against Miles Ross. Before leaving his residence, I had the assurance from Washington, D. C., that the post office would be established, and the commission of Mrs. Ramsay for postmaster would be in my hands Tuesday morning, which turned out to be true. That year (1881) the name of the village was changed from Granville to Keansburg.

I then proceeded along business lines to bring to the attention of the people the beauties of our magnificent shore front. I engaged a photographer to come to Keansburg. I had ten different views taken, and spent \$70 to have postal cards made. We sold the cards at price of two for five, or three cents each. The post office also had the advantage of the cancellation system. The first year revenue of the post office resulted in the handsome sum of \$65, and there has never been a year since its establishment, when the income has failed to make handsome returns for the Government. The last quarter's receipts this year, of the post office for the Government, reached the sum of over \$2,500. This shows the wonderful growth of the postal service in this community.

The following year I had twenty more Keansburg views made for postal cards, and there being at that time a few of the ladies of the place who took summer borders, I prevailed upon them to have their dwellings printed on cards, and that they furnish to their guests the cards free to advertise the attractions of house or location. My object in this was to boom Keansburg, so as to bring purchasers to locate among us. It worked wonderfully. More boarders came constantly to our hamlet, and purchasers began to drop in, looking for home sites.

The first real estate operations that started in Keansburg, and which eventually caused the subsequent tremendous boom, happened seven years ago last March (1906) when William A. Gehlhaus, Charles Peterson, Bernard Creighton and the two Sculthorps purchased the Hendrickson tract for development. Two weeks later the Keansburg Beach Company purchased the Thompson tract. The

local people commenced their development at once. The Keansburg Beach Company went into advertising very extensively, spending thousands of dollars.

This kind of healthy publicity indirectly interested other large operators, who came forward and bought what is known as the Granville Park tract. Their operations attracted to our village others, who purchased the Keansburg Heights land. This awoke some of our local people, so that Charles Carr purchased from Lafayette Rainer the Conover acreage, which was sold afterwards to the Ideal Beach Company. Mr. Richard Carr, who has opened Carr Avenue through his own property, began to see and to realize the importance of laying out his farm.

Charles Carr, after the sale of his holdings to the Ideal Beach Company, secured another investment known as the West Keansburg property, and "promoted" that. He also then bought the Cove property and started to give that a suitable place in the realty market. He is now improving the West Keansburg property, which was formerly the Conover farm, consisting of 184 acres. The rapid growth made a wonderful summer resort, that has reached a popularity unparalleled in the history of the country.

The population of Keansburg during the past summer averaged 10,000 during July and August. There have been special days when we have had from 30,000 to 40,000 persons in Keansburg this summer. There have been over 1,600 homes built, a fire house, and two fire companies formed. We have large hotels, capable of accommodating from 100 to 150 guests, seventy-five boarding houses, besides hundreds of tents.

A boardwalk, sidewalks and curbs have been put in, telephones, electric lights, water plants, trolleys, railroad and steamboats supply us with a new population. A new school house, costing \$30,000, has been erected, and, from one teacher in 1890, six are now employed. This wonderful expansion has been continuous in an amazing pace from the original purchase of the land, and all the money wisely spent in modern buildings has run into the millions.

Monmouth County has added to it hundreds of new citizens who do their voting here. The tax valuation has been increased one-half. Insurance companies have found here a harvest in business. Clamming has been forgotten. The natives are now "mechanics" and "merchants". From the little "mustard seeds" of a few postal cards, with faith, energy and perseverance, Monmouth has witnessed the on-

coming of a future large city, and it takes no prophetic guessing, after knowing what is going to take place in the way of new docks, steamboats and other investments, to predict that in time Keansburg will be a part of a large city on the shores of Monmouth County.

Keansburg is in close proximity to New York City, has fine, balmy air; magnificent views from our shore; a bathing beach that cannot be surpassed anywhere in the universe; fishing, clamming, boating with canoes, sails, motors, amusements that are destined to equal those of any other resort, all making Keansburg one of the finest of summer resorts.

Mr. Thomas H. Leonard,
Dear Sir:

Since the above was written, a new school, costing \$65,000, with spacious grounds containing forty-four lots, is about completed. Tax duplicate represents two million two hundred and seventy-five thousand dollars. Three thousand six hundred stores and houses have been built. Two boat lines ply daily in the summer time between New York, Newark and Keansburg. Eleven hundred voters registered in the borough.

(Signed) W. W. R.

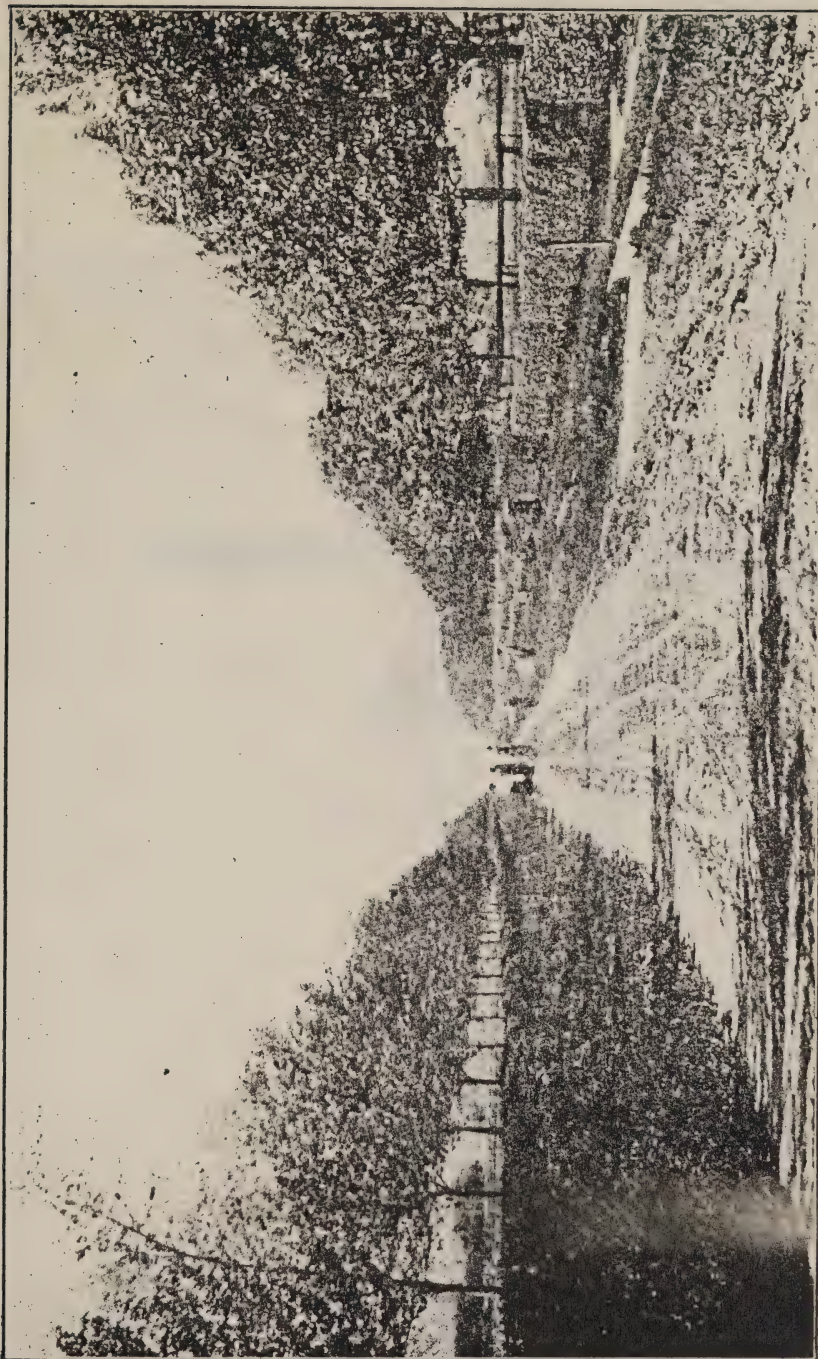
KEANSBURG.

East Keansburg and West Keansburg—From Union Beach to Belford
Being Developed.

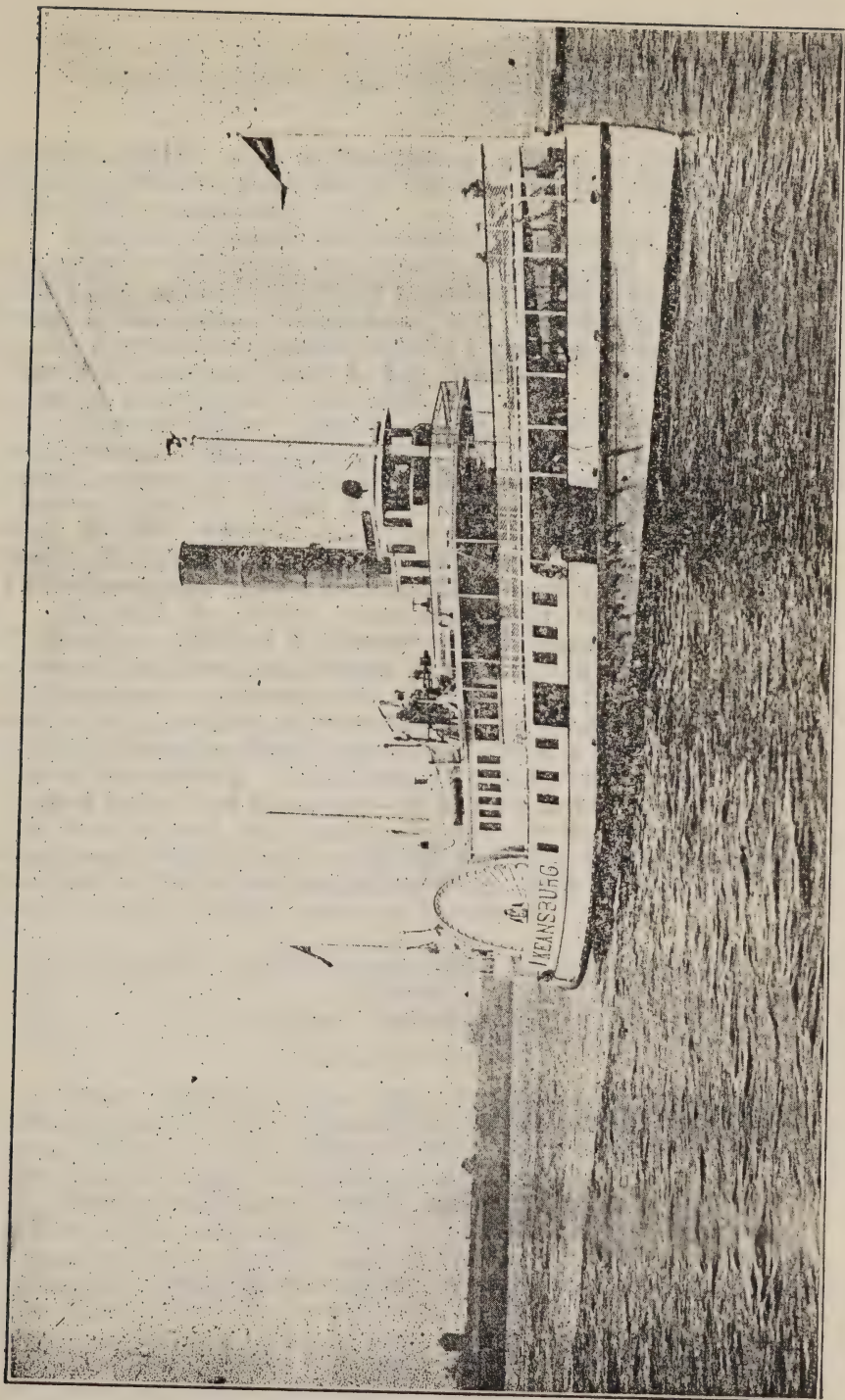
Union Beach consists of the old Union City territory, including the property on the west developed by Mr. Charles Carr, who also opened the Lorrilards, about 1918, and the West Keansburg property, building a pier about eighteen hundred feet in length. Mr. Carr purchased the steamer "Forest Queen" and established a route between West Keansburg and Newark which was a great convenience to the property buyers and home builders, who were in a large degree from Newark and nearby cities.

The general enterprise has developed a wonderful growth, changing the Union City condition of early years, converting the adjoining fields and meadow shores into country homes for hundreds of citizens, from the narrow confines of the cities to the broad and healthful arena of the Monmouth North Shores, since about 1910.

Messrs. Gehlhaus and Sculthorp purchased a large tract comprising the New Point Comfort Beach that repre-



VIEW OF CARR AVENUE—KEANSBURG.



sents the shore front of Keansburg proper in about 1906. These gentlemen were among the first to see the possibilities of this community.

The pier of about two thousand feet and the establishing of an hourly route between Keansburg and New York City made necessary a line of steamers, namely the "Keansburg," "Mob Jack," "Smithfield" and "Pocohontas" backed by the New Jersey Central Railroad and the Jersey Central Traction Company, which has produced a development equal to any western enterprise.

Other gentlemen have followed suit with the "Keansburg Heights," developed by Mr. Paul Locari, the "Keansburg Gardens," developed by Messrs. Morrissey and Walker, "Beacon Beach," "Ideal Beach," "Barrett Beach," developed by Mrs. Barrett, and the "New Keansburg" (Port Monmouth), developed by Messrs. Gelhaus and Sculthorp. There have also been recent developments at Belford.

In 1905 the writer, with our pastor, the Rev. Frank H. Shermer, Charles R. Snyder and William H. Naylor, as a committee from the Central Baptist Sunday School, visited the place in reference to a picnic. At that time there was only a Pavilion, run by Edward A. Morris, at the foot of Brays Landing Road, also Camp Jahn, a German Turn-Verein Association. This Camp (a private enterprise), was located back from the shore—a fine place during the summer months and very much enjoyed by its members. It occupies a whole block, on which has been erected a large pavilion for the accommodation of its members, and guests, which often numbers over one thousand.

MONMOUTH'S NORTH SHORE FROM UNION BEACH TO BELFORD.

(Souvenir Book of 1908.)

THE COUNTRY.

Every dweller in the City longs for a breath of the pure country air, the ozone of the woods and enough land upon which to build a place where at least a portion of the year may be spent in health-giving pastimes.

For the past ten or twelve years, people have begun to realize more and more the advantages of the beach at Keansburg and vicinity and to spread the good news to others. In 1906 a portion of the beach, a strip about thirty-five hundred feet in length, with the wooded upland behind it, consisting in all of over one thousand lots in area, was purchased by the New Point Comfort Beach Company for the purpose of offering to the public property upon which homes could be built by the city residents who were

obliged to board in farm houses, some of them three or four miles back from the beach, in order to enjoy the conditions of this identical beach now thrown open for settlement.

The ground is sandy, offering a splendid drainage free from contamination as it is a free virgin soil, never having been occupied by man, and never having received the drainage from sewerage, its purity commends it to the general public. The location of this particular spot makes it adaptable of course for those seeking a country home. Its close proximity to New York, which can be reached by rail or water in a very short time and at frequent intervals, makes an ideal spot for the business man to live in.

The drinking water is absolutely pure on account of its coming through a great distance in the earth. It is almost fully equal to artesian water, bubbling and flowing incessantly. Some of these springs come from a great depth. Artesian wells were installed in 1907.

The mingling of the pine-scented air gives one continually a feeling of exhilaration. Very little is known of disease in this locality. The sandy soil seems to absorb the damp atmosphere.

PINES.

It is a well-known fact that wherever you find a sandy beach free from shells and stones, it makes one of the best playgrounds and healthful resorts for children.

The fact that so many boarders were occupying farm houses and driving to the beach from a great distance, appealed to a company of gentlemen who had seen the advantages of real estate development where lots could be purchased and homes built by the city denizen of average means.

No more ideal spot could have been selected than the wooded and sandy tract at Keansburg and vicinity. This property has been developed and is an ideal spot for all of moderate means for summer home or place to spend one's vacation. The natural attractions of the place for those who are fond of water are unsurpassed, as the opportunities of bathing, fishing, boating and picnicking in the woods, etc., are excellent.

BOATING.

As boating is one of the pastimes, the company constructed at New Point Comfort Beach a steamboat dock,

a boardwalk, and also a breakwater for a safe harbor for rowboats, sailboats and naphtha launches and all small craft. This is the only property on the entire Jersey Coast which will have safe protection for boats and on account of its natural location, having the main channel of the bay run near the property, requires the building of a dock only about two thousand feet in length to get a depth of twelve feet of water at low tide. A breakwater extending in the southwesterly direction from the end of the dock will make a safe harbor from all west, north and east winds and storms. This harbor will be of ample size to provide room for all persons purchasing lots from the company. This innovation is of great value to boat owners, as there is no other safe harbor for pleasure craft in the bay.

FISHING.

The first settlers in 1906 bought their fish from men who make a business of catching fish in the bay. They never obtained fish in any other way than by buying them. One of the old residents of Keansburg said to them one day: "Why don't you catch the fish yourselves?" Two days later the telephone bells were ringing in New York, Newark, and Jersey City: "Come down, the fish are biting!" The people had found their own! Raritan bay is famous for its shad, blue fish, weak fish, black fish and butter fish. Bass are also numerous. There are other fish, but not so numerous as these. Weag fish are especially easy to catch with the hook and line from the dock. Captain Wilson says that his average catch to a person for all-day fishing parties was twenty pounds of fish during the season. Fish, oysters, clams and lobsters are important articles of commerce at Keansburg. Bait and boats are easily secured. The fish are never so good as they day they are caught.

BATHING.

This is the feature that first attracted strangers to Keansburg. Not only the residents of the city, but those from the villages inland have taken advantage of this beach. Three or four Sunday School picnics a day was not an unusual sight on this beach. The reason for this is that the beach is of pure sand, free from mud and snags, and is of such a gradual slope that bathing can be indulged in at any time except at low tide. The beach is one of the finest along the coast, being uncontaminated by drainage or anything from any large cities or towns. It is perfectly safe for children to bathe in, there being no sea waves to spoil the fun.

The foregoing conditions are such as generally interest a seeker of a summer home.

The great trouble with many new enterprises is the difficulty experienced in reaching stores, churches, physicians, etc. Tradesmen are unwilling to go to a new place and start business until they see the prospects of success. This makes it very inconvenient for the pioneer who wants to get in on the ground floor and at the same time desires to live with a degree of comfort. This problem was very easy for the New Point Comfort Beach Company for it was already solved. All around its property was the flourishing town of Keansburg, with its numerous well stocked stores, meat markets, drug stores, hotels, etc. Here are all the conveniences needed in any well ordered community—doctors, churches, schools, etc. The company's streets connect with the principal street of Keansburg. This street, known as Carr Avenue, was laid out a number of years ago, a most beautiful wide avenue, with maple trees and hedges on either side of it, but it did not extend to the shore, until in opening the tract it was extended to the shore, making it a most beautiful drive from the railroad station to the shore, then connecting with the shore boulevard, making a beautiful drive along the shore front.

THE INVESTOR.

How about the investor? The man who has a home elsewhere and does not wish to come here? What is there in it for him? If he invests his cash and helps build up the town by this impersonal, but nevertheless potent, proxy? In some respects there is more in this place for the investor than there is for the home seeker, and that is saying a great deal. The chances for ground floor investments at the seashore are not increasing as rapidly as the numbers that seek the seashore for recreation and health. There are more people to go every year but there is not a corresponding increase in the number of places to go to. Our shores or water front do not increase. They are the same today as when the world was created, and there will be no more water front in a thousand years than there is today. But on the other hand our large cities centered around New York are increasing in population at the rate of two hundred thousand a year. Just think of the demand for shore property now and in a few years that is less than twenty miles from the New York City Hall. This is why the investor finds a golden opportunity and why there is such a stream of capitalistic gold flowing from the big money centers to the coast of our state. Small and medium priced

houses here will rent from the start, as the demand in the locality far exceeds the supply. This is an exceptional opportunity to all who are in search of summer homes or a place for a profitable investment.

Those who buy real estate thoughtfully, deliberately and carefully, after personal investigation, have here a chance that does not often come. Nothing is so safe as a piece of land. It cannot burn up, it cannot be stolen, it cannot be run away with. No cashier can take it away to Europe with him. No syndicate can squeeze all the water out of it. Just do this; study all of the real estate facilities carefully, read all that is said in the various advertisements, trust nobody, see for yourself. Use your brains. It is just as easy to make money in real estate today as it was fifty years ago, and the profits come very quickly. Buy land and then hang on to it. It is well to buy more than one lot. When you buy a lot to build on, buy two or three more adjoining if possible. These you can use for gardening, keeping chickens or make a playground for the children. Every time a house is built the land is bound to be more valuable, so by buying three or four lots you make them valuable yourself. If you buy land with judgment you cannot lose your money. You must make money. Nothing like land helps a man to save. He pays for it gradually. He takes an interest in life. It makes him a better citizen, steadier man. Do not buy more than you can afford. Do not bind yourself to pay more than you can easily pay. Use your own judgment. Be cautious, but buy real estate.

HOW THIS PROPERTY CAN BE REACHED.

Railroad.

The railroad, trolley, steamboat facilities are excellent and still improving. During the summer season the magnificent boats of Central Railroad Company of New Jersey make their runs from New York to Atlantic Highlands pier in one hour, and from the pier to Keansburg is covered by train in a few minutes, making the total time from New York a little more than an hour.

Trolleys.

The shore can be reached by trolley from any part of the state, Trenton, Newark, Jersey City, and New York City. You can take the Turnpike line from Cortlandt Street, New York, to Newark, then via Elizabeth, Rahway Junction, Rahway, Woodbridge, Perth Amboy, South Amboy, Keyport and Keansburg; also from Paterson, Passaic

and Nutley, via Newark, and so on to Keansburg; then from Keansburg you can go to all the different summer resorts along the coast, Atlantic Highlands, Highlands, Red Bank, Long Branch, Asbury Park, Ocean Grove, Sea Girt.

You can see how convenient you can reach other places from here and what pleasant trolley trips you can make to all the popular resorts.

Beside the steamboats to Keansburg, to and from New York City, hourly, we have the

RIVER BOATS.

The Patten Line and the Merchants' Steamboat Company run a fleet of seven popular steamers from New York to Highlands. They connect with the Jersey Central Traction Company's trolley. There is also a direct steamboat, to and from Newark to the West Keansburg Pier.

PROPERTY.

The title to this property is absolutely perfect, as the Company's abstract shows that the chain of title is without a flaw. The doctrine of English law was that discovery and conquest gave title, as to all heathen and uncivilized countries, to the British Crown. When Charles II took possession of this country by his right of discovery, he took possession of it in his sovereign capacity. Both discovery and conquest have given the British Crown the title to New Jersey. In 1664 the English re-conquered the territory and expelled the Dutch Government. The king then gained a new title by conquest. On March 12, 1664, Charles II by Royal Patent granted New Jersey to his brother James, then the Duke of York, afterward Charles' successor upon the throne. He immediately took possession. Thus the landed property of New Jersey is held direct from the King of England. Then the chain of title passes down to the present date.

Everybody knows what has happened to the land around New York. It was cheap. Fifty years ago a lot on Fifth Avenue, New York, could be bought for three hundred dollars. Today the same lot is worth three million. Why this property was so cheap is because it was inaccessible. There were no trolleys, no railroads. It took too long to get there. You could buy land every cheap then. What can you do now? Now every lot is worth thousands. It is too late to make money there unless with a big investment. The elevated roads, trolleys and subway have done their work.

GOOD ROADS.

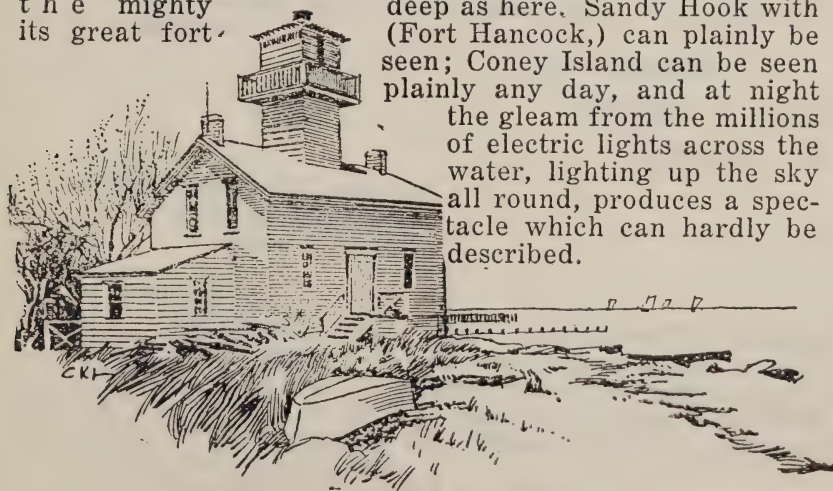
Good roads for autos, bicycles and driving are here. It is a pleasant auto trip of a little over two hours from New York across Staten Island to Perth Amboy, across the new Raritan bridge to South Amboy, then the stone road to Keyport and Keansburg. There are good roads from all the larger cities in North Jersey to the Monmouth Shore.

CHEAP LIVING.

These summer resorts are in the midst of a fruit, truck and poultry-raising and fishing community, with a climate and soil well adapted to the growing of all kinds of vegetables, all kinds of berries, asparagus, all kinds of fruit, grapes, tomatoes, sweet and round potatoes, are raised on the surrounding farms and sold to summer residents. Ice is harvested right on the property, and plenty of milk can be had from the surrounding farms.

VIEWS.

The water view at Keansburg and vicinity is magnificent. Every ship entering or leaving New York Harbor passes within plain sight; therefore, few places in the world have such an endless procession of vessels of every kind over the mighty deep as here. Sandy Hook with its great fort (Fort Hancock,) can plainly be seen; Coney Island can be seen plainly any day, and at night the gleam from the millions of electric lights across the water, lighting up the sky all round, produces a spectacle which can hardly be described.



Bay Side Beacon. KEANSBURG, N.J.

CHAPTER V.

THE GREATER PORT OF NEW YORK.

On October 31st., 1918, the following letter was sent to Mr. B. F. Cresson, Jr., consulting engineer of the New York, New Jersey Port and Harbor Developing Commission, Engineers Office, 14 John Street, New York City:

Dear Sir:

I see in the "Newark News" an article on "A Central Export Depot for Jersey." I would suggest a most suitable location for same—the Monmouth County's north shore from the Highlands to Amboy, which is the south shore of Raritan and Sandy Hook bays. The space is ample. It is largely unoccupied. The depth of the water, by the removal of the sand, to the meadows, could be made to meet any requirement. The purchase of the lands and cost of filling, should be equal to or less than at any other point. Its location, lying between the great West, the Southwest and the Greater Port of New York, the ocean carriers could meet the Western Railroad freight in the lower bay at the above named point, thus saving time and expense for all concerned.

Your sincerely,

THOMAS H. LEONARD.

November 29, 1918.

Mr. Thomas H. Leonard,
Atlantic Highlands,
New Jersey.

Dear Sir:

Referring to your letter of October 31st addressed to this Commission, I would be very glad to go over your project with you at a time mutually convenient. If you are to be in New York in the near future, would it be possible for you to call at this Office so that I might know just what you had in mind.

Regretting the delay in following up your letter, I am,

Yours very truly,

(Signed) B. F. CRESSON, JR.

Consulting Engineer.

BFCJr-G

January 10, 1919.

Mr. Thomas H. Leonard,
Atlantic Highlands,
New Jersey.

Dear Sir:

I have delayed replying to your letter of December 28th until I could set a date to go or to be represented at a conference with you at Atlantic Highlands.

I will write you early in the week suggesting an appointment.

Yours very truly,

(Signed) B. F. CRESSON, JR.
Consulting Engineer.

BFGJr-G

THE PORT OF NEW YORK MEETING.

The first meeting for the advancing of the Atlantic Highlands and Middletown Township interests in the Greater Port of New York was held in the office of Thomas H. Leonard, Atlantic Highlands, in January, 1919.

The following officers were elected:

President—Thomas H. Leonard.

Secretary—John L. Sweeney.

Committees—Mayor C. R. Snyder, Dr. H. A. Hendrickson, Rev. George H. Gardner and Attorney Wm. E. Foster.

After a complete discussion of the subject, the meeting adjourned, subject to the call of the chair.

February 17, 1919.

Mr. Thomas H. Leonard,
Atlantic Highlands,
New Jersey.

Dear Sir:

I acknowledge yours of the 15th inst., enclosing two maps of "Lower Bay."

I am arranging to come down to Atlantic Highlands on Thursday, February 20th, arriving there on the 9:59 train and returning on the 12:03 train. If, however, I find later in the week that I will be unable to come, I will wire you on Wednesday.

Kindly advise if this appointment is satisfactory to you, and oblige.

Very truly yours,

(Signed) B. F. CRESSON, JR.

Consulting Engineer.

BFCJr-G

The second meeting was held at Thomas H. Leonard's office, February 20th, 1919.

The following gentlemen were present:

Mr. B. F. Cresson, Jr., Representative and Engineer of the Port and Harbor Commission; Dr. H. A. Hendrickson, James P. Hopping, Reverend George H. Gardner, Thomas H. Leonard, Edgar H. Cook, Fred A. White, Louis Sculthorp, John M. Manning, John L. Sweeney, H. D. Little, M. Mortenson, Postmaster Charles R. Grover.

While the above gentlemen were gathering, at the meeting place, Dr. H. A. Hendrickson, Edgar H. Cook and John L. Sweeney procured an automobile and gave the representative of the Port Commission, Mr. Cresson, an interesting and educational view of the harbor and bay, from Navesink Park hills to the New Jersey Southern right-of-way and terminal at Port Monmouth.

Mr. Cresson was very much interested in what he saw of the ocean and bay, with their possibilities.

Upon the party's return to the meeting place, the meeting was called to order. Mr. Cresson was the first speaker, giving a very interesting talk of fully twenty minutes. He was followed by the gentlemen present, each speaking from his own standpoint. In separating, we all felt there had been two hours well spent, not knowing what effect it would have in the great future.

At the request of Mr. Cresson a list of the names of the gentlemen present at the meeting was forwarded to him. The following letter is an acknowledgement of the same.

February 21, 1919.

Mr. Thomas H. Leonard,
Atlantic Highlands,
New Jersey.

Dear Mr. Leonard:

I am just in receipt of your letter of February 20th giving the names of the gentlemen who participated in the conference at Atlantic Highlands yesterday.

I wish to thank you for the courtesies extended and to assure you of my pleasure in visiting Atlantic Highlands and in meeting the gentlemen.

Yours very truly,

(Signed) B. F. CRESSON, JR.

BFGJr-G

Consulting Engineer.

February 1, 1921.

Mr. Thomas H. Leonard,
Atlantic Highlands, N. J.

Dear Mr. Leonard:

I very much appreciate your courteous letter of January 25th, and I am sending you herewith copy of the Summary of the Report, together with four supporting chapters particularly pertaining to the Manhattan-Hudson River Problem.

The complete report will probably be ready within two weeks and I will then send you a copy of it.

You will see that the Port District as it is laid out would include the Raritan Bay Section of Monmouth County, and with a co-ordination of the railroad systems leading to the Raritan River it will be entirely feasible and practicable to consider the railroads serving your territory as being an essential part of the belt line railroad system of the Port, and as such serving your waterfront I can see that there are many attractive locations on the Raritan Bay for the activities of shipping, commerce and industry.

I recall the very interesting conference I had with you and your friends in Atlantic Highlands and I am very glad that you wrote and I would like very much to have the opportunity of discussing and considering the particular questions of greatest interest to your community at a time that will be mutually convenient.

With kind regards, I am,

Yours very truly,

(Signed) B. F. CRESSON, JR.

BFGJr-G

Consulting Engineer.

Below is an account of the death of Mr. Cresson, taken from the Philadelphia Public Ledger, January 27, 1923:

"South Orange, N. J., January 26—Funeral services for Benjamin F. Cresson, Jr., chief engineer of the Port of New York, who died last night in the Mountainside Hospital, Montclair, after an operation for appendicitis Tuesday, will be held at his home here Sunday afternoon. He leaves a wife and daughter.

"He was born in Philadelphia, October 23, 1873. He was educated at Lehigh and the University of Pennsylvania. He moved to New York twenty-two years ago and attracted the attention of the engineering world by his work as assistant engineer on the Hudson and Manhattan tunnels."

From the New York Tribune, January 27, 1923:

"Overwork in the public interest during the last five years, resulting in nervous exhaustion and a lack of power of physical resistance to the shock of the operation, is more

directly responsible for his being taken away in the prime of life than the disorder itself which necessitated the operation," the Port Authority says. "His death," the notice adds, "removes from service to this community and indeed, in a real sense, to the nation, one of the best informed men in this country on the subject of modern port development and engineering works in connection therewith.

"J. Spencer Smith, vice-president of the Port Authority, said yesterday that Mr. Cresson was 'the foremost authority on port planning and development in the world. Plans he made to solve problems for the Port of New York are so sound that even though he is dead they will be worked out by others,' Mr. Smith added."

"In the removal of Mr. B. F. Cresson, Jr., an estimable and scholarly gentleman, Atlantic Highlands and Middletown Township have lost a friend, but it is apparent that his work was of such a character that it can be continued by others."

(Signed) H. A. HENDRICKSON.

CHAPTER VI.

THE EARLY HISTORY OF LENISON.

Which Includes Lenison Junction and Lenison Manor.

In the year 1906, Doctor H. A. Hendrickson and Thomas H. Leonard made several journeys over the shore district from Atlantic Highlands to Union City (now called Union Beach). They made themselves familiar with the conditions and appearances at that date. A broad and open vision of the future was in the foreground.

They finally decided to purchase the old Daniel Bray farm, of about one hundred and eighteen acres, located at the junction of the roads leading to New Monmouth, Belford and Leonardville. The farm was formerly owned by Daniel Bray, a descendant of Reverend John Bray of Holmdel, who gave the grounds for the Baptist Church of Holmdel, assisted in the building of the church and was its pastor for a period. The Bray farm previously referred to had been occupied for sixty years by Daniel Bray's son-in-law, Derrick G. Campbell, by virtue of a life right. At Mr. Campbell's death, it was necessary to sell the property and divide the results of the sale among over one hundred heirs.

The association of Doctor H. A. Hendrickson and Thomas H. Leonard was at once increased by the addition of George Morris, Superintendent of the Schools at Bloomfield, New Jersey.

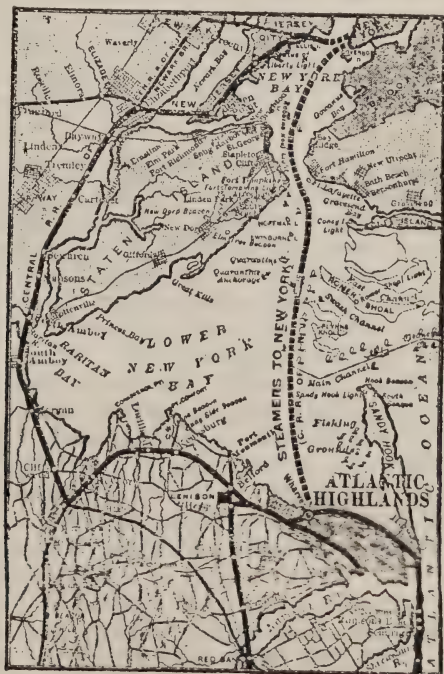
The length of time occupied (about ten years), in securing so many signatures, collected from so many heirs, located in many parts of the United States, was only equalled by the undaunted persistency and patience of Doctor Hendrickson in securing the signatures of the heirs, he having in charge this department almost entirely. This work was done in such a straightforward and business-like manner that after it was completed each member of this large family was perfectly satisfied with the settlement.

A perfect and guaranteed title, guaranteed by the Fidelity Trust Company, Newark, New Jersey, was completed in 1916, which secured not only the partners and those who had purchased of them, but the Jersey Central Traction Company's extensive holdings, which consisted of a thirty-five foot right-of-way from the Belford south line

on the Belford Road to the New Monmouth north line on the New Monmouth Road. The Leonardville Road from the "Junction" to a point near the "Old Hopping's Station," and a large triangular plot of ground at the "Junction" were also included.

All of this property was deeded to the Jersey Central Traction Company from the Bray farm by the owners, at a nominal price. Certain conditions were named in the deed, to complete a reasonable consideration for such a valuable easement. These agreements have not been kept by the Jersey Central Traction Company to date (February 22, 1922).

As is the case with all the shore properties, Lenison has felt the demand for plots and lots, and the influx from the cities of citizens of comfortable and substantial incomes, seeking healthful localities for the building of comfortable homes. The result is that at Lenison, at the present writing, 1922, most of the located properties have been disposed of, by satisfied sellers to satisfied buyers.



MAP OF LENISON, N. J.

CHAPTER VII.

1916-1920.

MAYOR SNYDER'S ADMINISTRATIONS.

In the 1915 election, Charles R. Snyder was elected Mayor and Leroy Carhart and Daniel I. Bryant, Councilmen, all without opposition at the polls. Mayor Snyder is a lawyer, and at that time was president of the local Board of Education. He had also served two terms in the New Jersey House of Assembly (1900-1901), and been active in borough board of trade and political circles. In politics a Republican, in religion a Baptist. Councilman Carhart is a successful builder, and Councilman Bryant was proprietor of the Sea View House. The other Councilmen were William E. Conrow, Frank W. Muir, Charles R. Grover and John S. Flitcroft. Mr. Grover was appointed Postmaster early in 1916 and Thomas Pelcher, who had been beaten by but one vote as a preceding election, was appointed to fill the vacancy. William T. Franklin was borough clerk, former Mayor Thomas H. Leonard, assessor, E. H. Cook collector. The budget for 1916 was \$31,650 and assessed valuations \$2,500,148.

The first act of the Mayor was to have all year day-and-night electric light service, so householders and stores could use day-current motors, sweepers and lights. This was so popular that when in 1920 a new committee thought to abolish day service the service was continued after one week of disuse. Water mains were extended to the recently annexed Navesink Park section, the most beautiful viewpoint in the new world. The Council thought it was having trouble over coal when the price was advanced from \$3.25 to \$3.50 per ton. Later, during and after war, when it went to \$13 and \$15 temporarily, this old increase seemed a joke. But it kept the Administration worried, for they had promised to reduce the taxes. They did, too, some 30 cents per \$1,000, notwithstanding a bond issue of \$20,000, was voted by the legal voters to construct a dyke and boat basin in the meadows north of Bay Avenue. The war came on and this has never been fully completed, the contractor not excavating to the proper depth and, according to reports, not moving mud and clay from the bank as thrown out. His excuse was lack of teams during the war. The heavy weight of unmoved muck caved the east wall in at

one place and the Administration refused to settle without the verdict of a jury. However the basin is in constant use; sometimes a dozen large sloops and a schooner or two will be found in the harbor, as well as numerous power launches.

In 1916 all houses were given numbers and in 1917 the post office established a free delivery system. The borough was divided into two election districts, No. 1 lying north of Highland Avenue and No. 2 southerly thereof. This street is the only one bisecting the town.

William T. Franklin resigned as borough clerk early in the year. The Mayor appointed Corwin K. Linson for the balance of the year and upon his resignation on January 1st, 1917, Fred W. Wells was appointed to this important position. At the election in 1916 Councilman Pelcher was re-elected, for three years, and Andrew T. Heavy for same term to fill the other place open. The shadow of the world war in Europe was over the land, and America was anxious to help end it.

1917.

Atlantic Highlands became earnest about the war. Its young men began to volunteer for over-seas service. Finally America declared war in April and June 5th was Registration Day. But many had gone before this, in ambulance corps, aviation, cavalry (later heavy field artillery) and naval branches. On Registration Day, Atlantic Highlands held the greatest parade, civic, patriotic and military, in its history, and probably the greatest in Monmouth County to that date, although the Welcome Home on August 21, 1919, was another record breaking event.

The local Red Cross was told to raise \$5,000. The Chapter included parts of Middletown Township (Belford, Leonardo and Navesink), and Highlands, and raised \$19,500 instead. There were 828 members of the Red Cross in the borough alone. On the first call for Liberty Loan bonds \$54,000 were subscribed, and for the second call \$150,000. Conservation pledges were made and kept and a lot of our boys in the service were "Somewhere in France" before the year was over.

In civics—for some years prior to 1916—the people had voted down all bond issues except one for sewer extensions, and in 1916 they voted down a \$7,500 Park issue submitted without recommendation by the Mayor and Council.

Then the borough voted to buy a borough hall prop-

erty and decided to increase fire-fighting machinery. One citizen, Mr. O. R. Lichtenstein, offered to contribute \$3,500 towards the purchase of \$10,000 worth of apparatus. The people voted 171 to 15 on May 22, 1917, to raise \$9,500, which with the \$3,500 donated, enabled the borough to buy three up-to-date motor fire trucks, two hose and chemical trucks (one with pump), and one hook and ladder truck. These could not be duplicated today for fifty per cent increase in cost. A two-story concrete fire-proof fire house was built on the Mount Avenue side of the new Borough Hall property, which latter fronted 105 feet on First Avenue and 180 feet on Mount Avenue. This site for the fire house enables the apparatus to be centrally located, and to rush out without interference with trolleys and main street traffic of First Avenue.

The Borough Hall cost \$20,000, and rents, from portions not used by the borough, paid for current expenses of the whole.

The bonds were issued at $4\frac{1}{2}$ per cent. The 1905 five per cent electric light bonds were renewed at $4\frac{1}{2}$ per cent also.

It was hoped by Mayor Snyder and his colleagues that a public library would be erected eventually on the First Avenue open space of about 55 feet front.

The coal famine struck with force in the fall of 1917 and as the borough was operating its own water, light and sewer plants coal was such a necessity as to make the authorities "sweat blood." Cars consigned to the borough were commandeered en route, until finally the government gave priority to municipal ownership, and thereafter coal was generally available in time, but at very high prices.

The new street signs were put up in 1917; each bore the name of the avenue and the words "Atlantic Highlands" underneath. Mayor Snyder said he had motored through too many nameless towns to let ours go thus. The extra cost was less than \$20 to have the town name on every street corner.

In the election in 1917 Mayor Snyder was re-elected for two more years. With him were re-elected Councilmen Conrow and Muir.

1918.

was looked on as one of the most eventful because so many of our young men were in the World War and everybody at home was engaged in supporting the numerous levies for

war loans, thrift saving, food saving, war stamps, Red Cross, united war work and other drives, and the borough went "over the top" every time.

A list of those in uniform is given elsewhere in this History.

Fortunately the toll of life and limb demanded was comparatively small to what some other sections lost. Two of our boys paid the supreme price, a native, Captain F. Paul Brunig, and a summer resident, William Friedlaender; others suffered shell shock, or wounds or falls, but none others resulted fatally.

The borough erected an Honor Roll giving name, rank and branch of service of every local man known to be in the naval or military service and training camp, and included three uniformed women nurses or camp workers over-seas.

All non-military construction was held up by war work and needs. Labor commanded high prices and commodities soared in price. The great climax came with the news of the Armistice, November 11, 1918, and everybody breathed free with the knowledge that the blight of war and danger, of shot and shell, was over.

1919.

was a year of reconstruction, of doing borough work on streets and elsewhere, with less men and less money and with a diminished purchasing power. Captain William Stryker, whose natural ability and faithfulness as a road worker had kept the borough streets in splendid shape for years, failed in health and gave up. Others tried to take his place but have not been able to do so much or as well with the money available. Because of the shortage in housing due to stoppage of construction Atlantic Highlands made plans for a large number of new homes.

On August 21, 1919, the great event of that year took place—the "Welcome Home" to all our returned veterans. It was a great and glorious event, joined in by all our neighboring towns. Moving pictures were taken by A. L. Gorlin. These are shown annually. The Citizens Gift Committee presented, at the hands of General William Barclay Parsons of the famous fighting engineers, a special medal to each veteran and also a framed testimonial. The "Welcome Home" occasion on the slope of Atlantic Beach Park will ever be remembered by all who were in the parade or on the grounds.



HIS testimonial of gratitude and affection from the Citizens of ATLANTIC HIGHLANDS, Monmouth County, New Jersey, to their fellow-townsmen who gave their patriotic service in the Great War, under the American Colors, and whose names are hereon inscribed.



EDWARD S. B. ABEL
FRANK C. BAILEY
MARSHALL A. BARRETT
RAYMOND F. BARRETT
ARTHUR H. BROWN
PAUL F. BRUNIG
WINFIELD DONALD BRUNIG
NELSON S. BRYANT
EUGENE BURRELL
ROSCOE G. CAMPBELL
WILLIAM F. CAMPBELL
CASTITINO CASO
L. STANLEY CHAMPION
GRANDIN J. CHAPMAN
NEILSON B. CONOVER
EDGAR C. COOK
ROBERT G. COOK
ELI N. CUTLER
JNO. WALLACE CUTLER, Jr.
CHAS. J. DANKE
PHILIP J. DINKELBERG
EDMUND A. DOWD
JOHN DOWD
JOHN M. ELLIS
FRANK EWING, Jr.
GEORGE EWING
BRAYTON E. FAILING
PERCY D. FALKINBURG
JAMES W. FLETT
RAYMOND L. FLETT
EDWARD H. FORSLAND
HAROLD M. FOWLER
WILLIAM H. FRAZIER
HOWARD R. GAFFEY
THOS. HENRY GAFFEY
RAYMOND A. GEARY

JOS. RAYMOND HALLERAN
JAMES R. HALLIDAY
WILLIAM HOPLA
RAYMOND M. IRWIN
RALPH JOHNSON
FREDERICK KATZ
JOSEPH HAROLD KELLY
FRANK W. KRAUSI
GEORGE B. KRAUSI
HAROLD P. LEONARD
FRANK LESLIE
NORWOOD H. LINDELL
FREDERICK J. LINDEN
WILLIAM T. LINDEN
KENNETH LINZMAYER
NORMAN A. LUFBURROW
ROBERT A. LUFBURROW
ALFRED E. MANNING
JAMES JAY MARTIN
CARMINA MAURIELLO
JOSEPH MAZZA
ARTHUR S. MICKENS
WALTER H. MICKENS
ALVIN H. MOUNT
GEORGE A. MOUNT
WILLIAM L. MOUNT
EDWARD HUGH MULLIGAN
GEORGE H. MULLIGAN
JOHN J. MULLIGAN
DONALD MURPHY
DAVID B. NICHOLAS
WILLIAM G. NOE
DANIEL C. OAKES
ALFRED C. OLIVER, Jr.
WILLARD I. PERRINE
ARTHUR T. PHAIR

JOHN H. PHILLIPS
PHILIP J. PHILLIPS
WILLIAM C. POSTEN
FRANK POUGHKEEPSIE
EDWARD R. POWELL
ARTHUR C. PURVIS
FRANK A. QUACKENBUSH
WILLIAM REID
PAUL B. ROBERTS
ANTONY ROSSI
STANLEY F. SCULTHORP
EDWIN A. SHEPHERD
GEORGE SIEGEL
HARRY Y. SMITH
GEORGE M. SMITH
WILLIAM JAMES SMITH
NELSON SNEDECOR
EARLE SPADER SNYDER
FRED H. SPEAR
CYRENIUS STRYKER
STERLING STRYKER
STERLING SWEENEY
EMMETT A. TAYLOR
DAVID TUMEN
JOHN VAN DEVENTER
JAMES B. VAN MATER
COSIMO VASTO
FRANK E. WELLS
FRED W. WELLS
LEO J. WHITEHEAD
JOHN S. WOODRUFF
GEORGE WOODSON
FLORENCE E. CASE
DORIS N. CUTLER
MARGARET B. PURVIS
FRANK L. BAILEY

Tendered August the Twenty-First, Nineteen-Nineteen

TESTIMONIAL TO WAR VETERANS.

CHAPTER VIII.

1920.

MAYOR HENDRICKSON TAKES OATH OF OFFICE.

At twelve o'clock noon January 1, 1920, Doctor Henry A. Hendrickson became Mayor of Atlantic Highlands, the oath of office being administered by Vice-Chancellor John E. Foster in the Borough Hall, corner of First and Mount Avenues, in the presence of many citizens. Mayor Hendrickson is engaged in the practice of medicine and surgery in Atlantic Highlands and Middletown Township and has served Atlantic Highlands as Collector and Treasurer and as president and medical member of the Board of Health. The following were the Councilmen for 1920: Frank J. Muir, Craig Quackenbush, William J. Jennings, Charles R. Mount, Jr., W. Harry Posten and H. Delford Little.

Following is an article from the Atlantic Highlands Journal:

MAYOR HENDRICKSON JUBILANT AT THE PROSPECT OF A
NEW COUNTY ROAD.

"Dr. H. A. Hendrickson, who became Mayor of Atlantic Highlands last Thursday, was jubilant at the outcome today and he said there was great satisfaction throughout Atlantic Highlands. He gave entire credit for the outcome to the Association of Municipalities.

"Atlantic Highlands is thoroughly converted to the idea of co-operative endeavor for the Jersey shore," said Dr. Hendrickson today. "Atlantic Highlands supported the comprehensive county road scheme and submerged its local interests to the good of the shore as a whole, confident that in our attitude we could demonstrate the necessity and worth of the 'missing link' and First Avenue roads as important units in the whole scheme. We have won important local improvements because, by our attitude of participation in the whole county scheme, we have demonstrated the importance of the local roads as a part of the county program."

"The 1920 building program of the freeholders now provides a 'water route' for the Ocean Boulevard from Matawan through to the Highlands and thus down to Wesley Lake, Asbury Park.

"The resolution calls upon the commissioners to declare a zone of benefits under which assessments will be levied against property for the cost of the work above the county allowance. The freeholders will contribute to the improvement at the rate of \$60,000 a mile for a 30-foot pavement. Ocean Avenue is 55 feet wide, leaving approximately 25 feet of roadway to be paid for by the city.

"There is a difference of opinion in the board, which has not been debated, as to details, over the time in which this work can be done. Mayor Hetrick and Mr. Winckler are of the opinion that the work can be completed by June 1st. Mr. Pittenger and Dr. Pratt incline to the belief that the work should not be started until after Labor Day because of the shortage of labor and materials, and the complicated legal phases to be met. Mr. Hetrick's idea is that by conference with Long Branch, Allenhurst and Ocean townships, arrangements might be made whereby the construction work could be speeded up."

The following is taken from the "Asbury Park Press," January 7, 1920:

"MISSING LINK" SECTION OF BOULEVARD IS AUTHORIZED.

"ATLANTIC HIGHLANDS, January 7.—Assembled here yesterday with the Mayor and officials of Atlantic Highlands, the Highlands and delegations of officials from nearby towns and boroughs, the freeholders agreed to build the 'missing link' road over the meadows connecting Atlantic Highlands with Keyport by way of Port Monmouth and Keansburg, and to pave First Avenue here its entire length with a 30-foot concrete roadbed.

"The 'missing link' work will begin immediately and will be completed by 1921. It will have a length of approximately three miles and will follow the bay lines, as close to the water as practicable. This road joins important Ocean Boulevard links and provides a direct route from Keyport to Highlands, the present road being a wide detour which does not traverse the shore sections.

"The freeholders and Atlantic Highlands officials inspected the route yesterday and decided for the road leading west out of Center Street in the most direct 'bay line' to Port Monmouth and Keansburg. This route is across meadow ground and requires ditching for the road and careful preparation of the roadbed. The surfacing will be of gravel as an experiment, to be followed by permanent pavement if it is demonstrated that the roadbed will hold.

Atlantic Highlands officials are positive the road will hold for they declare that sand bars and deposits in the meadows will provide a firm foundation for the thoroughfare.

"First Avenue in Atlantic Highlands is an important 'feeder' line for the Ocean Boulevard and has an approximate length of three-quarters of a mile. Both projects had been urged upon the freeholders in the consideration of the county road building program, and they had the support of the Association of North Jersey Coast Municipalities, President Clarence E. F. Hetrick of Asbury Park having attended the meeting here yesterday to help advance the plans."

1921.

Below is an editorial that appeared in "The Atlantic Highlands Journal" upon the re-election of Dr. Hendrickson as Mayor in 1921:

"There is one thing the Atlantic Highlands Council of 1921 is richer for, and that is experience, and as the Mayor and most of the board are hold-overs the promise is that much of good will be accomplished in the year just dawning. The members have looked into things with serious minds and are about ready to take up some things of transformation wherein undoubtedly taxpayers and citizens will be pleased to lend their encouragement. The 'Journal' extends New Year's greetings to the Council board members and to every officer and citizen of Atlantic Highlands. Together let us make this year prosperous and ring with the victorious note of accomplishment."

On April 14, 1921, the following appeared in "The Atlantic Highlands Journal."

FIRST AVENUE IMPROVEMENT WILL MARK WONDERFUL
NEW PROGRESS.

"The Board of Chosen Freeholders are advertising in today's 'Journal' for bids for the reconstruction of First Avenue, Atlantic Highlands, with a sheet asphalt surface on concrete foundation.

"The drawings and specifications for the proposed work were prepared by George D. Cooper, county engineer, and may be inspected by bidders at the engineer's office, 60 Broad Street, Red Bank.

"All bids will be opened and read in public at the meeting of the Board of Freeholders at the Court House, Freehold, on Wednesday, May 4, 1921, at 11 a. m.

"The board gives local contractors opportunity to secure the contract.

"It is gratifying to know that this improvement is assuming activity. It will be the one marked improvement in Atlantic Highlands that will indicate aspirations to become a city.

"This improvement will relieve much work that has hitherto been done on First Avenue, and will allow of service and improvement elsewhere.

"When the Ocean Boulevard improvement is made a fact, we will be as proud as a peacock. The world on wheels will be glad to be invited to stop over here and view our wonderful scenery—bay, ocean, river and woodland.

"Atlantic Highlands is a vantage spot on the map that should encourage residents to use every means to promulgate and advertise the spot that we are fortunate enough to live in and know about."

First Avenue is a county road and extends from Jackson bridge to the bay shore.

The following notice regarding the Atlantic Highlands Building and Loan Association appeared in the "Journal":

BUILDING LOANS INDICATE PROFIT IN REAL ESTATE.

\$30,000 Allotted at High Rate of Premium.

Atlantic Highlands Building and Loan Association Has Many Applications for Loans All the Way from Highlands to Keansburg.

"It was building loan night last evening when applications for loans were made to the Atlantic Highlands Building and Loan Association. Twenty-one borrowers were satisfied, their properties being located all the way from Highlands to Keansburg. Several interested parties went away without borrowing because of the high premium.

"The premium offered was large, but when it is taken into consideration that Keansburg and water front property is exceedingly profitable for renting purposes and temporary investment, it is hardly wondered at that men are willing to pay 13 and 14 per cent premium for loans.

"The local association is one of the largest and best in the state."

The Atlantic Theatre, formerly the Ocean Boulevard Garage, opened May, 1921, with Harry A. Kridel as manager. The following account appeared in "The Atlantic Highlands Journal":

658 FROM INDIAN TRAIL TO ELECTRIC RAIL

ATLANTIC THEATRE OVER CROWDED ON OPENING NIGHT.

900 Admissions and Many Are Turned Away.

With Everybody Guessing Only One Named the Picture That Flashed
the Screen Wednesday Night—First Presentation
Contracts.

"The new Atlantic Theatre threw its doors open to an unusually large crowd of motion picture fans at the grand opening last night. No sooner was admission granted than the house was packed to its full capacity with eager people who had been waiting anxiously outside. The attendance registered over 900 and a large crowd was turned away. Automobiles were lined all along the street and the new electric sign made a wonderful display of light which reminded one of the Great White Way. The new \$10,000 organ made a splendid impression on the audience. The feature picture for the opening night was 'Sentimental Tommy' with Gareth Hughes and an all star cast, the picture that has graced the Criterion and Rivoli Theatres in New York to capacity gatherings for the past 10 weeks. The reward of a \$10 gold piece which was offered by the management to the person guessing the name of the feature for the opening night was won by A. S. Spear, who out of nearly 1,000 contestants was the only one to guess it right."

1922.

At twelve o'clock noon January 2, 1922, Mayor H. A. Hendrickson again took the oath of office. January 1, 1922, came on Sunday. On that day Mayor Hendrickson took the oath of office at twelve o'clock noon, in private, at his residence. Mayor Hendrickson's years of service as Mayor of Atlantic Highlands are 1920, 1921, 1922, 1923. We quote from his address of January 2, 1922, as follows:

"To the people of Atlantic Highlands, who have twice elected me Mayor, both times without opposition, I express my grateful appreciation. . . . I wish to state that unless something exceptional arises, I shall not again be a candidate for Mayor of Atlantic Highlands."

("The Red Bank Standard," March 10, 1922.)

ATLANTIC HIGHLANDS RESIDENTS ORGANIZE.

Preliminary Steps Taken at Banquet Last Night.

Vice-Chancellor Foster Speaks.

Brief Remarks Made Also by Other Representative Citizens and
Business Men.

"Preliminary steps toward the organization of a permanent association of business men and other tax-payers of Atlantic Highlands were taken at a banquet held last night in Rhodes' Restaurant on First Avenue of that place. At the re-organization of the Mayor and Council on January 2nd, Mayor H. A. Hendrickson appointed F. A. White and Ira Antonides, Jr., a committee to make arrangements for the organization of an association to be formed for the purpose of improving conditions in the borough. Last night's banquet was the result. Following the dinner Mr. White and Mr. Antonides were appointed, together with Vice-Chancellor John E. Foster, Charles Van Mater, Guy P. McHenry, Harry Posten, Attorney Charles R. Snyder, Patrick J. Kilcullen and Councilman William J. Jennings, a committee to arrange for another dinner to be held at Rhodes' Restaurant on Thursday evening, March 23rd, at which time the association will be perfected. Without further solicitation on the part of the committee those who are interested in the movement, and wish to attend the next dinner, are requested to leave their names, with \$1.50, with either Mr. White or Mr. Antonides, not later than the evening of Saturday, March 18th.

"Colonel Somers T. Champion acted as toastmaster at last evening's affair. The opening prayer was made by Reverend Joseph H. Schaeffer, pastor of the Atlantic Highlands Presbyterian Church. Vice-Chancellor Foster was the first speaker. He advised those present to co-operate with the Mayor and Council in making Atlantic Highlands a better and physically cleaner town. He suggested that the borough hall be renovated, both inside and out, and asked that the streets and sidewalks approaching the borough be put in first-class condition. Upon motion of the speaker it was unanimously voted to empower the Mayor and Council to make a definite proposition to the County Board of Freeholders whereby the borough will stand a fair share of the expense of completing the work of paving First Avenue.

"Reverend William P. Tighe, rector of St. Agnes' Catholic Church, gave an interesting address on 'Our Home.' He suggested that the 'Golden Rule' be adhered to. Charles Van Mater, president of the Atlantic Highlands National Bank, spoke on 'Our Opportunities.' He told of the large number of buildings for commercial purposes, and of the many dwellings that have been erected during the past two years. He said he felt sure that the borough is surging ahead and not going backward. Mayor

Hendrickson said that he views the growth of the borough in a spirit of optimism. He paid a high tribute to the committee in charge of last night's banquet. Councilman Jennings gave a brief outline of what the Mayor and Council contemplate doing this year for the betterment of the town. He said that forty large electric pole lights will be erected to succeed the obsolete arch lights. He said that the State Highway Commission will be requested to take over approximately 880 feet of road, extending from Many Mind Creek to First Avenue, connecting with Valley Drive. The councilmanic board proposes to fill the roadbed between the trolley tracks on First Avenue with concrete. At the suggestion of Mr. Jennings it was voted to have a sign erected at James Hendrickson's corner in Middletown directing autoists and others to the nearest route to the ocean, which extends from the Middletown turnpike through Lenison Junction and Altantic Highlands and over the Ocean Boulevard.

"Upon the suggestion of Attorney Snyder, a former Mayor of the borough, it was voted to write the Central Railroad Company of New Jersey a letter of thanks for excellent winter train service given the town during the past two years. During this time the railroad company has run the Atlantic Highlands-Seabright express during the winter. The company will be asked to continue the service. Dr. John H. Van Mater, also a former Mayor of the borough, plead with his listeners to co-operate with the Mayor and Council.

"Other speakers were Edgar C. Cook, Milton R. Shale, owner and editor of "The Atlantic Highlands Journal," John O'Keefe and Leon B. Katz.

"A unanimous vote of thanks was extended to Postmaster Charles R. Grover, proprietor of Rhodes' Restaurant, and who was responsible for serving such an excellent repast."

On March 23, 1922, another meeting was held at Rhodes' Restaurant, at which time officers were elected and committees appointed. The first matter considered was a name for the organization. After some discussion, it was decided the organization should be known as "The Citizens' Association of Atlantic Highlands, New Jersey." F. A. White was made president, Ira Antonides, Jr., vice-president, Jonas Tumen, secretary, and Charles R. Grover, treasurer.

COUNTY TAKES OVER ROAD.

("The Atlantic Highlands Journal," March 8, 1922.)

Freeholders Take Over Road from Middletown to Atlantic Highlands Line.

"At a meeting of the Board of Chosen Freeholders held last night, they formally passed a resolution taking over the road from the State Highway at James C. Hendrickson's Corner through New Monmouth to Lenison Junction and from there down the Leonardville Road through Leonardo and down to Many Mind Creek at the borough line.

"It is the intention of the board to take over the entire road through to First Avenue, but the county law provides that before a road can be taken over from a municipality, a resolution must be passed asking the board to take the road over and consenting to such action. The Township Committee of Middletown Township passed their resolution last fall but the Borough of Atlantic Highlands have not passed any resolution, so the board could not take over that section known as West Valley Drive which lies between Many Mind Creek and First Avenue and is only a few hundred feet long. If this is done by the next meeting of the board, it is understood that that section will be formally taken over also.

"This will mean that at last the Borough of Atlantic Highlands is connected with the upper state roads by through county roads, which many residents have been many years trying to obtain.

"Howard W. Roberts, Township Clerk of Middletown Township, with whom the 'Journal' reporter was talking, stated that the Township Committee of Middletown Township had been advocating the matter at their board meetings requesting this to be done."

Mayor Hendrickson and the Councilmen of Atlantic Highlands have passed the resolution referred to above, and the Freeholders have taken over the section of the road.

CHAPTER IX.

HISTORY OF THE BOY SCOUT TROOP NO. 22,
ATLANTIC HIGHLANDS, N. J.

The date of the national organization of the Boy Scouts of America is February 8, 1910. In the summer of 1911 a small group of boys in Atlantic Highlands, having heard of the movement, wanted to become scouts. They came to Miss Helen Brown, daughter of the late Reverend Oliver Brown of Bay View Avenue, and asked her help, which she most readily gave. They met at her house during the fall, and soon came to the point where they wanted to be officially organized as a Boy Scout troop. Miss Brown consequently applied to the headquarters of the movement in New York City for a charter for the troop and a commission for herself as scoutmaster. She was informed that the scoutmaster had to be a man, and so being "only a woman" she could not qualify. Not discouraged at all, Miss Brown set out to find a man to be the scoutmaster and asked Reverend J. H. Schaeffer of the local Presbyterian Church if he would undertake the work. Mr. Schaeffer having had something of this sort in his mind, agreed. The official date of the organization of the Atlantic Highlands troop is December 1, 1911, and Mr. Schaeffer's commission as scoutmaster, of the same date, is number 5,682. The troop has gone on continuously since then with the exception of an interregnum of about a year.

The original group of boys who formed the troop on December 1, 1911, is as follows:

Fenwick Youenes	William Heimbold
Frank Quackenbush	Raymond Boise
Frank Poughkeepsie	Paul Brunig
Frank Ewing	Arthur Irwin
Walter Thompson	Edward Abel
Bartlett Ely	Robert Dorcas
Alfred Burns	Edward Forsland
Ralph Cossaboom	Howard Samo
Victor Crusier	James Van Matei
Willard Perrine	Harry Smith
Kenneth Johnson	Otis Smith
Earl Snyder	

As the work has been carried on, members have come and gone; the personnel constantly changing as the boys have outgrown their interest in the work. The troop has

taken part in district and county rallies, and other activities. It is a part of Monmouth County Council, and the immediate district is known as the Sandy Hook Bay District, the territory of which stretches from New Monmouth to Highlands and Fort Hancock. Mr. H. H. Bowtell has been the administration chairman for a number of years and has done much to advance the interests of Boy Scouts in this part of the county.

Various assistant scoutmasters have aided in the work. Their names are as follows: B. E. Failing, M. D., Norwood Lindell, Paul Roberts, Leslie Antonides, J. E. Armstead, Fred Linden, Jr., Donald Posten and Richard Conard. Doctor Failing was first aid instructor until he went into the service in 1917. Doctor H. A. Hendrickson is instructor now in first aid and bandaging.

During the World War the troop was ready for any service. The scouts have acted as ushers, messengers; have assisted at patriotic rallies, have aided the Red Cross, took part in parades and demonstration, rendered community service. When a disabled aeroplane fell in Rice's field, some time during the fall of 1917, the scouts took turns guarding it for three days, until it could be moved away. Some had war gardens, each scout "trying to feed a soldier." The troop was a part of the Coast Defence under the Navy Department and all suspicious activities on land or the bay were promptly reported. Some real work was done during the Liberty Loan campaigns. All scouts throughout the country were called upon to help in selling bonds and responded nobly. A small bronze medal was given to each scout who would sell ten bonds, regardless of their denominations. The record of the Atlantic Highlands Troops is as follows:

1st Liberty Loan, 28 bonds sold, face value.....	\$2,450
2nd Liberty Loan, 26 bonds sold, face value.....	2,000
3rd Liberty Loan, 39 bonds sold, face value.....	3,600
4th Liberty Loan, 32 bonds sold, face value.....	4,250
5th Liberty Loan, 52 bonds sold, face value.....	5,900
Total	177
	\$18,200

In the 1st Liberty Loan, Leslie Antonides sold ten bonds and was awarded a bronze medal. He sold ten in the 2nd Liberty Loan, face value \$1,600, and was given a bar to add to it. In the 5th Liberty Loan, Kenneth Garrison, William Nason and Elbert Mason each received a medal for selling ten bonds each. Kenneth Garrison and William Nason each sold a \$1,000 bond.

In the War Savings Stamps Campaign, 242 sales were made, totalling \$422.26, and Harold Haynor sold most of any of the scouts.

Twenty-five scouts entered the nation's service. The following wore the uniform of their country either in active service at the front, in government service at home, or in the training camps at school:

Frank Poughkeepsie

Earl Snyder

Paul Brunig

Alfred Burns

Victor Cruser

Walter Thompson

Fred Katz

George Krausi

Howard Samo

John Woodward

Harold Kelly

Norwood Lindell, asst. s. m.

Paul Roberts, asst. s. m.

Frank Quackenbush

Willard Perrine

Edward Abel

James Van Mater

Edward Forsland

Harry Smith

Frank Ewing

Harold Fowler

Walter Crawford

Philip Phillips

Theodore Davis

B. E. Failing, M. D., asst. s. m.,
(Major, Medical Corps)

Our gold star scout is Paul Brunig, who was a member of the original troop. He joined the Seventh Regiment, New York, National Guard in 1915, and served with it on the Mexican Border in 1916. When war was declared, he was one of the first to volunteer, trained at Camp Wadsworth, Spartansburg, North Carolina, and departed for France with the A. E. F. in May, 1918. He was a member of Company B, 107th Infantry, 27th Division, and was first sergeant of his company. He saw continuous active service in the American forces, associated with the British forces under Marshal Haig. He was killed in action on the eve of his 21st birthday, on Sunday, September 29, 1918, in the attack of the 27th Division which broken the famous Hindenburg Line near Cambrai. He was brought to his final resting place on Sunday, April 16, 1921, in Stone Church Cemetery, where, on Armistice Day, members of the local troop go to pledge allegiance to the flag for which he gave "the last full measure of devotion." "Dulce et decorum pro patria mori."

Thus has this small part of that fine organization, the Boy Scouts of America, endeavored to render service. Liberty, loyalty and patriotism are taught, the daily good turn is practiced, and the aim is to train the scout in such a way that he may "be prepared" for any service he may render his country.

(Signed) J. H. SCHAEFFER.

Atlantic Highlands, N. J.

February 2, 1923.

NAMES OF SCOUTS WHO HAVE BEEN MEMBERS OF TROOP

NO. 22, ATLANTIC HIGHLANDS, N. J.

Edward Abel	Charles Huber	Philip Phillips
Leslie Antonides	Lewis Hallam	Ignazio Piacentino
George Alward	Winston Hamper	Edward Polhemus
Milton Bennett	John Hanson	Donald Posten
Robert Bennett	William Heimbald	Frank Poughkeepsie
Raymond Boise	John Hitchcock, Jr.	Rutherford Porteus
Daniel Brandolph	Edmund Hartcorn	Frank Quackenbush
Alfred Burns	Arthur Irwin	William Quackenbush
Paul Brunig	Leonard B. Irwin	Harold Raynor
Harold Burrell	Kenneth Johnson	Vernon Ralph
Leslie Carhart	John Joslin	Patsy Rosse
Louis Caruso	Fred. Kahle	Howard Samo
Elisha Camp	Fred. Katz	Alfred Smith
Robert Card	Harold Kelly	Harvey Smith
Raymond Clark	George Krausi	Harry Smith
Ralph Cossaboom	Stanley Kusinski	Eddie Smith
Norman Conover	Edward Magee	Otis Smith
Ellsworth Conover	William Magee	Waldron Smith
Harold Conover	Leroy Magee	Albert Snider
Earl Cordova	Dominick Marmo	Earl Snyder
Harrison Conrad	Elbert Mason	Joseph Stryker
Victor Cruser	Vincent McCarty	Jay Stout
Walter Crawford	Harry McCullom	Walter Thompson
Frank Coratic	Clifford Merritt	James Van Mater
Theodore Davis	Lewis Merritt	William Van Note
Malcolm De Vesty	Harold Merritt	Ralph Watkins
William Dauster	Arnold Martin	Stanley West
Joseph Dender	Roscoe Morin	Dewitt Wells
Robert Dorcas	Coleman Mullin	Louis Wenger
Malcolm Drake	Paul Muir	Henry Wigginton
Edward Dunn	Horace Moody	Earl Williams
Malcolm Ferguson	William Nason	Grover Williams
Samuel Ferguson	Henry Noe (mascot)	Thomas Wilson
Robert Flett	Theodore Norcross	John Woodward
Harold Fowler	Harris Owen	Walter Woodward
Edward Forsland	Archibald Parks	Albert Woodruff
Harold Flett	Tony Papa	Malcolm Woodruff
Kenneth Garrison	William Patterson	Fenwick Youenes
Malcolm Garrison	Willard Perrine	Brent Youenes
Henry Gehlhaus	Harold Pfeifer	Harvey Bowtell
Edmund Gehlhaus	Louis Phillips	(mascot)
George Gordon		

COLORED BOYS, IN CONNECTION WITH ST. PAUL'S
BAPTIST CHURCH.

Edward Treadway	Sterling Keyes
Henry Treadway	Gilbert Smock
Timothy Treadway	Joel Hall
David Treadway	William S. Jones
Joseph Treadway	Joe Bell
Fred. Woodson	Jack Woodson
Alfred Keyes	Arthur Larue
Joe Taylor	

THE MONMOUTH SHORE.

The first to mark the white man's tread,
The first to bosom the white man's dead;
The first legislature, so the annals read,
The shores where the red-coated Hessians fled:
The brave Captain Huddy, the sea echoes wed,
By the historic "Highlands of Monmouth."

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